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WEDNESDAY, OCTOBER 26, 1921. 日六廿月九



COLLAPSE OF KARL'S ADVENTURE.

PEASANTS' ANTAGONISM.

Czecho-Slovakia Proceeds with Partial Mobilisation.

(Reuter's Service.)

Budapest, October 25.

The Karl's Army, after losing half its effective, retreated in the direction of Tatra. The peasants destroyed the railway thither, compelling the Karl's to abandon six trains.

The provisional Ministers Gratz and Rakowski have been captured by the national army.

Karl Interned in Abbey.

Paris, October 25.

A message from Bukharest states that Karl was captured at Tota, twenty miles west of Budapest. He has been temporarily interned in the Abbey of Tihany, on the shore of Lake Balaton.

Berne, October 25.

The Federal Council has decided to expel from Switzerland all the members of Karl's family and suite except children.

Prague, October 25.

Addressing the Foreign Affairs Committee of the National Assembly, the Premier, Dr. Benes, dealing with Karl's adventure, said that Czecho-Slovak policy aimed at securing fulfilment of the treaties as to the disarmament of Hungary in order to ensure prevention of a recurrence of the events of the last few days and punishment of the guilty.

Despite the latest developments in Hungary, the partial mobilisation decreed by the Czecho-Slovak Government is taking its course.

Optimistic French Press sees European Concord Now.

Paris, October 25.

Reports concerning the prompt failure of King Charles' coup also the readiness of the Polish Government to abide by the Geneva decision regarding Upper Silesia, are commented upon in leading papers as good signs that Europe is at last heading towards lasting peace.

According to instructions from the Ambassadors' Council, the Allies representatives at Budapest are to demand from the Hungarian Government a specific declaration stating that King Charles has been deprived for always of the rank and legal privileges of King, and, further, is to be placed under restraint awaiting the Allies' decision.—Havas.

THE PACIFIC CONFERENCE.

Dutch Representative's Departure for Washington.

The Hague, October 25.

The Foreign Minister, Dr. Van Karnebeek, left Rotterdam en route to the Washington Conference. The Premier with the American Minister and other diplomats, said farewell to Dr. Van Karnebeek at the station. Mme. Van Karnebeek is accompanying her husband to Washington.

Conference not to Open until November 12.

Washington, October 25.

It is probable that the conference will open on November 12 instead of November 11, the eleventh being devoted entirely to patriotic celebrations.

A statement in the *New York Times* that the agenda includes questions of international finance is authoritatively denied.

AMERICA'S UNKNOWN WARRIOR.

Embarkation on U.S. Cruiser.

Paris, October 25.

The train conveying the body of the American unknown soldier left for Havre, where it will be placed on board a U.S. cruiser for conveyance to America.

Casket on the Way.

Havre, October 25.

The casket containing the body of the American unknown soldier was placed on the American cruiser Olympia, which has sailed for America. Every honour was paid to the body.

LAWLESSNESS IN THE U.S.

Bandits Hold up Postal Lorry in Broadway.

New York, October 25.

Three armed motor bandits held up a postal motor-van in Lower Broadway with revolvers and carried off four bags of registered letters valued at a million dollars.

Train Held up and Soldiers Killed.

Mexico City, October 25.

Six soldiers were killed and five wounded in a fight with twenty highwaymen, who held up a train at Atzacapotzalco and stole registered packages worth 200,000 pesos. The robbers escaped.

THIRD INTERNATIONAL LABOUR CONFERENCE.

Germany Represented.

Geneva, October 25.

The Third International Labour Conference has opened. There were four hundred delegates, representing forty countries, including Germany, whose flag was displayed for the first time at an international conference since the war. The proceedings were formal. Lord Burnham was elected president.

U.S. RELIEF FOR RUSSIA.

Proposal to Donate Surplus War Stores.

Washington, October 25.

Mr. Hoover suggests that Congress authorise the War Department to donate surplus war stores to Russian famine relief, as the secretary of the famine relief movement has declared that private charity is insufficient to cover even a portion of the great need.

EXPORT CREDIT EXTENSION.

Open to the World.

(Reuter's Service.)

London, October 25.

In the House of Commons, Sir Robert Horne, on the second reading of the Exports Credits Extension Bill mentioned in the message of the 19th inst., said that any Government or any undertaking in the world might apply for a loan. The Government would favour proposals from the British Empire, as it was its duty as well as its interest to develop the great British estates which were our best customers and most loyal friends in times of difficulty, but help was not to be given to countries able to raise money on their own credit. There were many Crown Colonies to which the Bill applied, but it was conditional that the proceeds of the loan be spent in Britain. If this experiment were fruitful, an extension of the Bill would be considered.

[The previous message said: Mr. Lloyd George, in a speech in the House of Commons on unemployment, dwelt with the importance of reviving trade, and said that we had to convert the world's need of goods into a demand and the demand into payment. He announced that the Government's export credit scheme would be amended by the Government guaranteeing 100 per cent. instead of 85 per cent. and a special advisory commission would fix a maximum to which each firm would be permitted to trade. That would enable business in textile fabrics to be done abroad.]

[The Premier announced that Mr. Churchill had arranged to raise about £20,000,000 upon the credit of the British Colonies for the purpose of development of railways and other utility works, which would appreciably affect engineering trades in Britain. He pointed out that orders had been tarrying because the cost of production and the cost of raising capital were both excessive. The Government proposed guaranteeing Colonial loans providing the expenditure promoted employment in the United Kingdom. A fund contributed jointly by the workers, masters, and the State is to be established for six months, from which the unemployed are already receiving benefit and will receive an additional grant for families.]

THE IRISH CONFERENCE.

Important Function of the New Committee.

London, October 25.

It is officially announced that the full meeting of the Irish Conference has been postponed, as the committee mentioned yesterday is still sitting.

Later.

It is learned that the discussions of the small committee on the Irish Conference mentioned yesterday do not resemble the proceedings of a mere sub-committee. It appears that the Premier yesterday, recognising the delicacy and difficulty of the situation, suggested it would be helpful if negotiations were continued by the smallest committee possible, saying that his experience was that the larger the committee the smaller was the chance of a rapid decision. The conference readily adopted the Premier's suggestion, hence at the meetings to-day and yesterday there were only two representatives from each side.

BRITISH ATTITUDE TO SHANTUNG.

Commons Leader says Question Settled by Peace Treaty.

London, October 25.

In the House of Commons, Mr. B. Kenyon asked whether the British Government is still bound by the secret agreement with Japan which dictated its policy at Paris in respect to Shantung, and whether the changed circumstances have modified the British attitude. Concerning this Mr. Chamberlain replied that as far as the British Government was concerned, the Shantung question was settled by the decision embodied in the Treaty of Versailles.

BETTING BY CHEQUE.

Far-Reaching Decision.

London, October 25.

The House of Lords has decided that money paid by cheque in respect of betting transactions is legally recoverable by the loser. It is stated that this means the doom of betting by cheque. All money lost during the past six years through betting by cheque is now legally recoverable.

LONDON BANK SUSPENDS OPERATIONS.

A Reflex of Farrow's Failure.

London, October 25.

The National Co-operative Bank has suspended operations owing to numerous notices of withdrawal of deposits following the failure of Farrow's Bank and the present unfavourable conditions.

AUSTRALIANS OPEN SOUTH AFRICAN TOUR.

Defeat of the Transvaal.

Johannesburg, October 25.

The Australians defeated the Transvaal by nine wickets.

FRENCH TEXTILE STRIKE SETTLEMENT.

Paris, October 25.

The Northern France textile strike has ended, the workers having agreed to resume work with a slight decrease of pay.—Havas.

U.S. PRESIDENT'S TRIP.

Washington, October 25.

President Harding left by a special train on a four-day trip to the Southern States.

(Other Telegrams on Page 2.)

LORD NORTHCLIFFE.

How He Visited Hongkong.

Yesterday afternoon the a.s.

St. Albans arrived in harbour having on board Lord Northcliffe, who is passing through the colony on his way to Japan.

His lordship is making an extensive tour of the world, and has already visited the United States, New Zealand and Australia. During the stay of the St. Albans at Manilla there was sufficient time for a welcome to be given him, but as regards Hongkong it was not found possible to accept the many invitations which he had received. Last night, Lord Northcliffe and his party took steamer to Canton, where they were due to meet several Canton officials, and to-morrow morning they proceed to Japan by the St. Albans, expecting to arrive at Yokohama on November 1st.

Later, a tour will be made through Korea, and visits will be paid to Peking, Shanghai and Hankow. From Shanghai his lordship will proceed to Singapore, Java, India and Palestine, in which latter country some considerable time will be spent. On his way home Lord Northcliffe intends to spend some time at his residence in the south of France, expecting that he will be away from England for about a year altogether.

On his arrival in the colony Lord Northcliffe was met by several friends in whose company he spent the few hours he had at his disposal. In conversation with a *Telegraph* representative he expressed his regret that he was unable to accept the many invitations which had been extended to him. He was anxious to avoid anything in the way of official doings, but appreciated the hospitality which had been extended.

In company with Dr. W. Pearce, the Medical Officer of Health, Lord Northcliffe took a motor trip round the island between the time of his landing and dinner time and later informed press representatives that he had been surprised to find Hongkong the beautiful place it was. He had no idea of its size and importance, he was particularly struck with the magnificent harbour, buildings and roads and thought Hongkong lacked the publicity it should have.

Lord Northcliffe's greatest concern whilst in the colony was to get into touch with the representatives of the telegraphic news agencies for whom he had a message to be issued. He explained that Japanese newspaper correspondents had even gone as far as Manila to question him regarding his opinion of the Anglo-Japanese Alliance. He had been asked to make a statement and, in order to avoid any misunderstanding as to the nature and purpose of his visit to Japan he had decided to give his own opinion on the Agreement. The representatives of the agencies met Lord Northcliffe in the Hongkong Hotel last evening and to them he made a statement to the effect that during the past two years he had been gradually coming to the conclusion that the Anglo-Japanese agreement was out of date. He considered that the United States would be unduly handicapped because of the agreement's existence. He had found that Britishers throughout the Far East were as strongly opposed to the continuance of the agreement as were Americans and Chinese.

Through the local representative of the *Daily Mail* Lord Northcliffe sent a short cable to his own papers and after granting a little time to other newspaper men, joined his friends, later proceeding to Canton by the a.s. Fatsan.

COMPRADORES AS POLITICIANS.

According to the *Eastern Times*, compradores of foreign firms in Tientsin have sent in demands to their employers asking the latter to telegraph to their respective governments to see that fair play and justice is administered in China's case.

BUDGET MEETING.

To-morrow's Interesting Agenda.

A meeting of the Legislative Council will take place to-morrow afternoon at which His Excellency the Governor will deliver the annual Budget speech. The amount being asked for to defray the expenses of 1922 is \$16,450,131. In addition to the above business, the agenda contains interesting questions, resolutions and a number of new Bills. The following is the full agenda:—

Children's Playground at the Peak.

The Hon. Mr. H. W. Bird has given notice of his intention to ask the following question:—

In view of the fact that the new motor road has destroyed the principal children's play ground at the Peak, will the Government lay out a new garden for their use in the hollow leading off the Chamberlain Road below Plum-ketta Gap?

Child Labour and Boys in Prison.

The Hon. Mr. H. E. Pollock, K. C., is to ask the following questions:—

1.—When will the Report of the Committee on Child Labour be published?

2.—Will the Government lay upon the table of the Legislative Council a return, showing the number of boys, under the age of 18, who have been sent to prison, for each quarter since the 1st January, 1920?

Light Dues.

The following resolution will be proposed by the Colonial Secretary:—

It is hereby resolved by this Council that light dues shall continue to be collected at the rates laid down in Table P of the Schedule to the Merchant Shipping Ordinance, No. 10 of 1899.

The Liquor Duties.

The Colonial Secretary will also propose the following resolution:—

It is hereby resolved that the resolution made by this Council under the provisions of section 41 (1) of the Liquors Consolidation Ordinance, 1911, on the 7th day of April, 1921, published in the *Gazette* on the 7th day of April, 1921, as Government Notification No. 139 as amended by this Council on the 23rd day of June, 1921, published in the *Gazette* on the 24th day of June, 1921, as Government Notification No. 279 be further amended as follows, namely:—

1.—By cancelling the words "brandy and" in line 4 thereof and by adding the word "brandy" between the words "all" and "whisky" in line 5 thereof.

2.—By cancelling the clause thereof marked (3) and substituting therefor the following clause:—

(3) On all intoxicating liquors other than spirits of wine, arrack, and native wine and spirits, heretofore or hereafter imported into, distilled, made, or prepared in the Colony above the strength of 18 deg. under proof there shall be paid an additional duty of 7 cents per gallon for every degree above such strength.

*Note.—The effect of the above resolution is to reduce the existing duty on brandy to the same amount as that now payable on Whisky, Gin, Rum and other spirituous liquors. The other duties payable on liquors remain the same.

New Bills.

First reading of a Bill intituled An Ordinance to apply a sum not exceeding \$16,450,131 to the Public Service of the year 1922.

First reading of a Bill intituled An Ordinance to amend the Widows' and Orphans' Pension Ordinance, 1908 and 1921.

First reading of a Bill intituled An Ordinance to amend the Legal Practitioners Ordinance, 1871.

First reading of a Bill intituled An Ordinance to amend the Rents Ordinance, 1921.

First reading of a Bill intituled An Ordinance to extend for a further period the powers granted by the Mercantile Bank Note

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

THE WASHINGTON CONFERENCE.

Shanghai, Oct. 25.

Chow Tze-chi, ex-Minister for Finance, is going to the United States by the Silver State, as a Conference delegate.

SHANGHAI DIVORCE CASE.

Shanghai, Oct. 25.

His Honour Judge Skinner Turner is hearing the first divorce case brought in the British Supreme Court here, Lena Singer v. William James Singer. Divorce is sought on the grounds of cruelty and adultery. Singer was formerly employed in Taikoo Refinery.

CALIFORNIAN COMMERCIAL DELEGATION.

Shanghai, Oct. 25.

The California Chamber of Commerce delegation is arriving on Thursday morning. The Chinese and American businessmen are planning receptions.

DR. MONROE COMING.

Shanghai, Oct. 25.

Doctor Paul Monroe is departing for Hongkong by the Sardinia.

SHANGHAI HARBOUR.

Shanghai, Oct. 25.

The harbour experts have returned from Hongkong and plan a two weeks' series of daily sessions.

SHANGHAI RACES.

Shanghai, Oct. 25.

Invincible King is favorite for the Lgr.

News in To-day's New Advertisements.

Illustrated War News for sale. —Page 4.

A Notice re Armistice Day Smoking Concert appears on Page 4.

Lane Crawford's have something of interest to Volunteers on page 3.

The G.O.C. thanks all those who came to the help of the Military at the recent Stable Fire at Kowloon. —Page 4.

The Sheriff's Son is the film feature at the Hongkong Theatre to-night. —age 12

Mr. M.S. Northcote has resumed charge of the Land Investment Coy. —Page 4.

There will be an At Home at the Yacht Club on Saturday afternoon. —Page 4.

Watson's advertise medicines for dogs. —Page 6.

To-day's Exchange.

The closing rate of the dollar on demand to-day was 2s. 3½d.

The Weather.

2 p.m. Barometer.—30.04 Temperature.—79. Humidity.—52.

Lighting-Up Time.

Lighting-up time to-day, 5.50 p.m.

Issue Ordinance, 1911, to the Mercantile Bank of India, Limited, to make, re-issue and circulate notes in the Colony.

First reading of a Bill intituled An Ordinance for the incorporation of the Christian Brothers School known in French as "L'Institut des Freres des Ecoles Chretiennes" and known in Hongkong as "St. Joseph's College."

Second reading of the Bill intituled An Ordinance to restrict the taking of legal proceedings in respect of certain acts and matters done during the war and to provide in certain cases remedies in substitution therefor.

Second reading of the Bill intituled An Ordinance to amend further the Public Health and Buildings Ordinance, 1904.

*Will not be proceeded with at this meeting.

NOTICE.

SPECIAL NOTICE

In order to make room for new goods, we are clearing present stock at

GREATLY REDUCED PRICES.

105

white Porcelain lined Baths

damaged in transit, are offered at 25 to 50% below usual prices.

C. E. WARREN & CO., LTD.

30 & 32, DES VOEUX ROAD.

EAST POINT GARAGE.

270 STREET.

(ON TRAMWAY ROUTE TO CAUSEWAY BAY.)

The Management beg to inform the Public that the above new and commodious Garage is now open for their inspection. Cars may be garaged in separate lock-up stalls @ \$15.00 per month. Repairs of all kinds executed at reasonable rates with satisfaction guaranteed.

Telephone No. 5127.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS AND HARDWARE MERCHANTS.

25, WING WOO ST.

PHONE NO. 1110.

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MASSAGE HALL.

23, FLOWER STREET.

MR. T. TANAYE.

MRS. MORITA.

MASSAGE.

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HONGKONG CHAMBER OF COMMERCE.

Representative On Council.

PRESENTATION TO RETIRING SECRETARY.

A meeting of the Hongkong General Chamber of Commerce was held yesterday afternoon in connection with the resignation of the Hon. Mr. P. H. Holyoak as the Chamber's representative on the Legislative Council, and to present to Mr. and Mrs. E. A. M. Williams a handsome clock, a silver tea kettle and a silver-mounted blackwood tray.

Mr. A. O. Lang presided and was supported by the following members of the Committee: Hon. Mr. A. G. Stephen, Mr. D. G. M. Bernard, Mr. C. Montague Ede, Mr. G. M. Dodwell, Mr. G. T. Edkins, Mr. J. A. Plummer, and Mr. E. A. M. Williams (Secretary).

The following firms were represented: Messrs. Bradley and Co., Ltd. (Mr. J. A. Plummer), Butterfield and Swire (Mr. G. T. Edkins), China and Japan Telephone and Electric Co., Ltd. (Mr. H. S. Bennett), China Light and Power Co., Ltd. (Mr. W. J. Hawker), China Provident Loan and Mortgage Co., Ltd. (Mr. W. J. Hawker), Chun On Fire Insurance Co., Ltd. (Mr. T. N. Chau), Commercial Union Assurance Co., Ltd. (Mr. G. H. Elliott), Deacon, Looker, Deacon and Harrison (Mr. W. E. L. Shenton), Dodwell and Co., Ltd. (Mr. G. M. Dodwell), Eastern Extension (Mr. M. E. P. Airey), Hongkong Electric Co., Ltd. (Mr. F. R. Marsh), Jardine, Matheson and Co. (Mr. D. G. M. Bernard), Leigh and Orange (Mr. W. L. Leask), Linstead and Davis (Mr. E. J. Chapman), W. R. Loxley and Co. (Mr. W. L. Patenden), Mitsui Bussan Kaisha (Mr. T. Minner), Mustard and Co. (Mr. J. H. Scott), Penarth and Co. (Mr. C. P. Marcell), Percy Smith, Seth and Fleming (Mr. H. Percy Smith), Russ and Co. (Mr. J. Hanbury Williams), Gande Price and Co., Ltd. (Mr. C. Bond), Gibb Livingstone and Co., Ltd. (Mr. A. O. Lang), Gilman and Co., Ltd. (Mr. H. Symes), Green Island Cement Co., Ltd. (Mr. Allan Keith), Hongkong Rope Manufacturing Co., Ltd. (Mr. W. J. Hawker), Hongkong and Shanghai Banking Corporation (Hon. Mr. A. G. Stephen), Hongkong Tramway Co., Ltd. (Mr. W. E. Robertson, W. A. Hannaford and Co. (Mr. John Robertson), Hausmann, Kern and Co. (Mr. E. Kern), Hongkong and China Gas Co., Ltd. (Mr. G. P. Curry), Alex. Ross and Co. (Mr. A. S. D. Cousland), Royal Insurance Co., Ltd. (Mr. D. O. Russell), David Sassoon and Co., Ltd. (Mr. A. M. Bowers-Smith), E. D. Sassoon and Co., Ltd. (Mr. S. H. Dutton), Shewan Tomes and Co. (Mr. W. J. Hawker), Sui On Steamship Co. (Mr. Chau Sing-ki), H. Scott and Co. (Mr. G. E. Weston), Texas Co. (Mr. J. Hanbury Williams), Union Trading Co., Ltd. (Mr. J. C. Barretton), Union Insurance Society of Canton Ltd. (Mr. C. Montague Ede), and Harry Wickham and Co. (Mr. J. Owen Hughes), and there were also present the Hon. Mr. H. E. Pollock, K.C., and Mr. G. W. Burnett.

The Chairman's Absence.

The Vice-Chairman said he regretted that owing to the state of his health, the Hon. Mr. Holyoak was not able to be present with them that afternoon and in Mr. Holyoak's absence he, as Vice-Chairman, would take the chair.

The Secretary read the notice convening the meeting and the Chairman then read a letter from the Government, accepting with regret the resignation of the Hon. Mr. Holyoak and asking the Chamber to nominate a successor.

The Chairman said they had received a double nomination, one proposed by Mr. A. O. Lang and seconded by Mr. C. Montague Ede, and the other proposed by the Hon. Mr. H. E. Pollock, K.C., and seconded by Mr. J. Owen Hughes. In view of the fact that there was only one candidate, voting would be by a show of hands. Mr. Holyoak had prepared a speech and he had sent it to him with a request that he should read it. He said:

Gentlemen—I regret that the state of my health makes it unwise, if not impossible, for me to be present with you this afternoon. I think you are aware that I have been ordered home, by my medical advisers, for a complete rest of several months, and leave on the 10th of November, but anticipate returning in the late Autumn of next year. The period of six years for which I have been privileged to serve you upon the Legislative Council, expires early in December, when I shall, I trust, be well on the way to England. Unless the members of the Chamber have other views, I shall be happy to continue serving them in this capacity, but to do this necessitated my resigning at once in order that you may express your wishes on the matter before I sail, and that should you do me the honour of re-electing me, I may again be "sworn in" as your Member, after which I shall apply to His Excellency the Governor for leave, and you would then elect a representative to serve during my absence from the Colony. I regret putting you to the trouble of two elections in so short a period, but only through this process can I preserve the right to serve you on my return to the Colony, should you so desire it.

It is not, I think, necessary, nor do I feel able to do it, to dwell upon whatever services I may have been able to render you upon the Council during the last six years, years which have been crowded with work, especially during these critical and momentous years of war, when unprecedented problems constantly arose, necessitating the assistance of the Hongkong Government, and which I can testify was as freely given as it was freely sought, and which meant so much to the upholding of British trade interests in this part of the world. Most of this is recorded in the annals of the Chamber, and is familiar to you all. Whilst admittedly a labourer, it has to me been a "labour of love." Gentlemen, for six years I have given you of my best and if re-elected shall continue to do so. (Applause.)

Mr. Holyoak Re-elected.

The Chairman said he had very great pleasure in proposing the nomination of Mr. Holyoak as the Chamber's representative on the Legislative Council for a further period. It was unnecessary for him to enlarge upon the valuable work accomplished by Mr. Holyoak during the last six years and he had no doubt that his health had suffered as a result of what he had been asked to do. With regard to Mr. Holyoak's proposed visit home, he was sure they would all unite with him in wishing Mr. Holyoak a pleasant voyage and a complete return to health. With those few remarks he would propose that Mr. Holyoak be re-elected for a further term.

In seconding the resolution, Mr. Montague Ede said he felt it a great pleasure and privilege to second the re-election of Mr. Holyoak.

Hon. Mr. Pollock said nearly six years ago he had the honour of proposing Mr. Holyoak's election as the representative of the Cham-

ber on the Legislative Council. At that time Mr. Holyoak was an untried man so far as work on the Council was concerned, but, as they were aware, he worked hard at all times found him a very loyal and valuable co-worker on the Council. He was very sorry when Mr. Holyoak said that his health compelled him to go home for a season, and the speaker was confident that it was the wish of every member present that he would return to the Council fully restored in health and strength.

Mr. Owen Hughes said it was with great pleasure that he supported Mr. Pollock with regard to Mr. Holyoak. He very strongly supported what Mr. Pollock had said, that every member hoped that Mr. Holyoak would soon be restored to health.

The Hon. Mr. P. H. Holyoak was re-elected for a further term of office, *nem con.*

Presentation to Retiring Secretary.

The next business, the Chairman said, was in connection with the intended retirement of the Secretary, Mr. E. A. M. Williams. In this case Mr. Holyoak had prepared a speech which he had sent to the speaker with the request that he should read it. With Mr. Holyoak's remarks he and the members of the Committee were in accord, and would like to associate themselves. The Chairman then read Mr. Holyoak's speech, as follows:

Gentlemen—I had hoped to address you personally on the subject of Mr. Williams' retirement, but this duty, with the pleasant task accompanying it, I am also reluctantly compelled to leave in the capable hands of our Vice-Chairman. You are already aware that we are shortly losing the services of our highly esteemed and most efficient Secretary, who, for over thirteen years, has given the members of the Chamber such wholehearted and able service as only those who have been associated with him as Chairman, or upon the General Committee of the Chamber, can adequately testify to, and which are rarely to be found in any Secretary: suffice it to say, he has been an ideal one. I am glad to tell you that what promise to be satisfactory arrangements for efficiently carrying on the ever-increasing work of the Chamber have been made; but it is, I know, the desire of us all that Mr. Williams should receive some permanent and tangible token of our affection and esteem for him, and of our high appreciation of the many years of invaluable service he has rendered, not alone as Secretary of the Hongkong Chamber of Commerce but, through it, to the Colony and public at large, for much that takes place in the work of the Chamber is inseparably bound up with the Colony's development and welfare.

I have therefore very much pleasure in presenting to Mr. Williams, on behalf of the Chamber, this Westminster Chiming Clock, and to Mrs. Williams, this Silver Tea Kettle and Silver-mounted Blackwood Tray, which we trust will serve to remind them for many years to come of their happy association with us in this Colony, and be handed down to their children, as a token of the esteem in which this Chamber held their father and his work.

Most Delightful Relations. Giving thanks, Mr. Williams said he was unpractised in the art of oratory, but were he very skilful he doubted if he could describe his feelings at that moment. He could not adequately thank them for the most handsome remembrance of a long and pleasing association. He was sure the gifts would be treasured by himself and his wife. The Hon. Mr. Holyoak's

remarks, with which they very kindly associated themselves, made him very much embarrassed indeed. He felt that Mr. Holyoak's words came more from his never-failing friendship for him than from the well and fountain of truth, but they were very pleasant to him and very comforting. He had been so long associated with Mr. Holyoak and his great work in the Chamber, that he feared that Mr. Holyoak had generously given him credit for much which he had inspired himself. His (the speaker's) most valuable possession was the memory of the most delightful relations with the Chairman and Committee and with the general body of members. He wished the Chamber and all connected with it the utmost prosperity, and Mr. Holyoak the needful health to carry on his great work.

The handsome clock and silver-mounted blackwood tray were inscribed: "Presented to E. A. M. Williams, Esq., by the members of the Hongkong General Chamber of Commerce, in appreciation of his many years efficient service as Secretary. Hongkong, 25th October, 1921."

LEAGUE OF SOCIAL SERVICE.

Meeting To Formulate Rules.

A meeting was held yesterday at the Helena May Institute to draw up the rules and select hon. secretaries for the new League of Fellowship and Social Service recently inaugurated. Mr. C. Gerkin and Mr. R. H. Kowall were accordingly elected to the posts. In formulating the rules it was decided after some discussion that the Committee should consist of 15 with power to add 10 to their number. This decision was embodied in an amendment to the original resolution which had been proposed by the Chairman, Hon. Mr. H. E. Pollock, K.C., to the effect that the Committee should be composed of an unlimited number.

The Hon. Mr. Pollock introduced the proposed rules, and in drawing attention to the Committee which would have to be formed said that they must proceed to

EARLIER TELEGRAMS.

KARL'S FAILURE.

Latest reports from Budapest state that although unconfirmed officially, stories of Karl's failure are nevertheless supported by circumstantial details. Several sources describe the flight of the Royalist troops after the battle of Komorn, abandoning Karl and the ex-Empress Zita to the Government troops. The couple are now militarily guarded in Totis Castle.

Count Andrássy has been arrested and warrants have been issued for the apprehension of the rest of the Provisional Government.

A discussion is proceeding between the Hungarian Government, the Entente representatives and the "Little Entente" regarding Karl's fate.

THE WASHINGTON CONFERENCE.

Escorted by cavalry, Earl Beatty visited President Harding and Secretaries Hughes, Weeks and Denby separately.

The Times says that the United States opposition to the Disarmament Conference discussing international finance seems to have disappeared, and that it is now reasonably certain that such questions will come up.

THE PROHIBITION LAW.

Regulations under the Prohibition Law lay down that medical prescriptions for wine must be limited to two quarts at a time, and beer to two and a half gallons. The number of prescriptions is unlimited.

Remarks, with which they very kindly associated themselves, made him very much embarrassed indeed. He felt that Mr. Holyoak's words came more from his never-failing friendship for him than from the well and fountain of truth, but they were very pleasant to him and very comforting. He had been so long associated with Mr. Holyoak and his great work in the Chamber, that he feared that Mr. Holyoak had generously given him credit for much which he had inspired himself. His (the speaker's) most valuable possession was the memory of the most delightful relations with the Chairman and Committee and with the general body of members. He wished the Chamber and all connected with it the utmost prosperity, and Mr. Holyoak the needful health to carry on his great work.

The handsome clock and silver-mounted blackwood tray were inscribed: "Presented to E. A. M. Williams, Esq., by the members of the Hongkong General Chamber of Commerce, in appreciation of his many years efficient service as Secretary. Hongkong, 25th October, 1921."

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The Hon. Mr. Pollock introduced the proposed rules, and in drawing attention to the Committee which would have to be formed said that they must proceed to

elect two honorary secretaries, otherwise prospective members of the League would have no one to write to. As regards the rule relating to the Committee, he proposed that the latter should consist of an unlimited number.

The latter suggestion was opposed by several present, the feeling being that a Committee of a definite number should be appointed.

Hon. Mr. Pollock said that the reason why he had proposed an unlimited number was because there were many enterprises with which they would concern themselves that would require committees to manage them. He had more especially in mind the question of an industrial settlement where they could be trained and which might also serve as a reformatory. The scheme had been broached about a year ago, but so far nothing had come of it. Nevertheless, he believed that the Chinese were very keen on the matter. In answer to one gentleman's suggestion that these schemes could be dealt with by sub-committees, Hon. Mr. Pollock said that many people objected to sub-committees. That was why he suggested that the number serving on the Committee should be unlimited.

After some further discussion the Rev. J. Kirk Macdonald proposed that the Committee should consist of 15 with power to add 10 to their number. This was carried.

Mr. Pollock said that it had been suggested that Hongkong was such a small place that it would be absurd to send a message of support to the Pacific Conference. He would remind them that Hongkong had been a few years ago the first shipping port in the world and even now was amongst the first five. Let them remember, too, that it was in order to deal with the affairs of the Pacific Ocean that the Conference was being held. There was therefore some reason for Hongkong, which was the first port on the Pacific, taking a lead in this matter. As he had pointed out at the last meeting, the problems of the Pacific would not end with the Conference and they were matters with which he felt the League should concern itself. He could not understand any person being indifferent to matters which affected the peace of the world.

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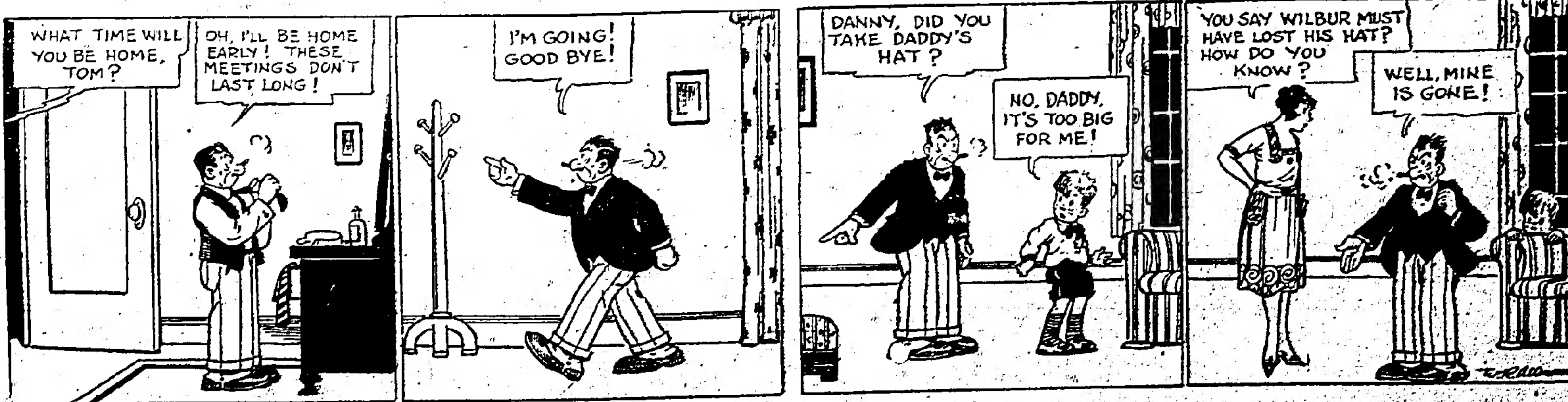
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Hongkong.

DOINGS OF THE DUFFS

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HONGKONG CRICKET CLUB.

The New Pavilion.

A general meeting of the Hongkong Cricket Club was held in the Club pavilion last evening for the purpose of authorising the issue of debentures under the new Articles of Association. In the absence of Mr. H. Hancock, Mr. T. E. Pearce took the chair and there were also present Mr. L. S. Greenhill (Hon. Secretary), Messrs H. A. Nisbet, G. R. Sayer, F. C. Hall, B. C. Lambert, R. E. A. Webster and E. J. R. Mitchell (members of the Consulting Committee) and a fair attendance of members.

The Hon. Secretary having read the notice convening the meeting the Chairman said that it would be recalled that at a previous meeting, when the reorganization of the Club under the new Articles of Association was discussed, the question of a new pavilion was considered. It had been pointed out that to put this matter on a legal basis permission must be obtained from the members of the Club, under the new Articles of Association as recently considered and registered. He therefore begged to propose the following resolution:

"That the Committee of the Hongkong Cricket Club is hereby authorised to issue debenture bonds of \$50 each up to the number of 1,000 bearing interest at the rate of 6 per cent. per annum and upon such terms and conditions as they consider fit."

Mr. E. W. Hamilton seconded the resolution, which was then put to the members and passed.

MOTOR DRIVER IMPRISONED.

Three Months Without The Option.

What is believed to be the first case in which a motor car driver has been sent to prison without the option of a fine for contravention of the traffic regulations, was heard by Mr. R. E. Lindell at the Magistracy yesterday. A young Chinese was summoned for driving motor car No. 150 without a driver's licence, for reckless driving which caused injuries to a man named Chan Fook, and for not carrying a rear light. The car is owned by Dr. Vadon.

Inspector Garrod said the collision took place outside the Bay View Police Station on the night of the 4th. Defendant had been examined by the Police for a car-driver's licence, but was found to be incapable of driving, and his application was rejected. In spite of this he persisted in driving.

With regard to the summons for failing to carry a rear light, Lance Sergeant Carpenter, officer in charge of Bay View Station, said he ordered defendant to wait outside his Station after the

collision, but defendant gave no heed and drove away with no lights at all, presumably with the intention of avoiding proceeding.

Defendant attributed the collision to complainant's own carelessness. When complainant heard him sounding the horn he ran about and tripped over a heap of stones. The car did not hit him. His car had no brakes. He admitted the first offence of the charge. In reply to the third summons, defendant said he had to switch off his lights when he pulled up his car. If he had attempted to escape the police could not have got the number of his car.

The Magistrate, to Sergeant Carpenter: How did you get defendant's number?—I had noticed it before. "Besides the car is the only one in the Colony which has 'disc wheels.' It belongs to Dr. Vadon.

Chan Fook, the injured man, said he was an accountant in the employ of the Tung Tai engineering shop, Causeway Bay. At 8.30 p.m. on the 4th, he was waiting for a tram at the stopping place near the Bay View Police Station. He stood close to the tramlines. A tram was coming up from Shaukiwan and was two or three feet from the stopping place when, all of a sudden, defendant's car came up from the same direction and knocked him down. He did not notice it nor did he hear the sound of the horn before he was sent to the ground.

Defendant denied there was a tram, saying that if complainant's story was true he could not have swerved his car to the right side of the road without striking the tram. Complainant slipped and fell over a heap of stones.

The Magistrate: As a result of which he has been in hospital for three weeks? Defendant: He has never been in hospital.

Inspector Garrod: Complainant didn't go to hospital. He has been treated by a Chinese doctor at his home.

Examined by the Magistrate, Chan Fook said it was not true that he fell while running about in order to dodge the car. He did not even move. The car hit the upper part of his right leg and the left side of his face bit the ground. Inspector Garrod said one of the wheels ran over complainant's foot, tearing off his shoe. The car was pulled up at a distance of about three lengths of the car from the spot where the complainant was knocked down, and this showed that defendant was exceeding a reasonable speed.

Chinese Constable C. 555 said he was on duty just opposite the Bay View Station. Complainant was standing on the other side of the road, close to the tramlines. A tram was turning the bend about 60 yards away and could not have been seen by complainant. Motor car No. 150 came up the road with two bright headlights which dazzled him, and consequently he could not see the complainant for a time. Defendant sounded his horn

when he was approaching the complainant, and the latter rushed to the other side of the road. The car swerved outward and hit the complainant. It appeared to be travelling on the tramline before the accident and was not going very fast.

The Magistrate: This witness tells a different story? Inspector Garrod said he did not think complainant knew much about the collision. He was hit and knocked down.

The Magistrate: All I am concerned with is whether there was negligent driving. Now as regards the lights?

Lance Sergeant Carpenter said he left his charge room on hearing shouts and the sound of a car skidding, and when he got on the road he saw Car 150 in charge of defendant. It contained no passengers and was on the right side of the road. The car had apparently turned at right angle from its course and both its front wheels were in the gutter. Witness assisted Chan Fook, who was about ten feet from the tramline, on the same side, and as he was taking him to his Station he ordered defendant to wait outside the Station. Defendant ignored the order, backed his car, crossed the road and then drove towards Causeway Bay. He did not switch on his lights until the car reached the village of Whitfield, about 200 yards from the Station.

In reply to the Magistrate, Sergeant Carpenter said that if he had not known the car defendant would certainly have escaped. Sergeant Carpenter added that he had interviewed Dr. Vadon, the owner of the car, and the latter informed him that defendant took the car out without his knowledge and consent.

The Magistrate: It seems clear from your evidence and that of the previous witness, that the injured man must have rushed to the other side of the road in attempting to dodge the car. He said he was waiting for a tram on the left side of the road, but he was found on the other side.

Sergeant Carpenter also mentioned that he did not hear the sounding of a motor car horn before the collision.

Defendant: I didn't drive 300 yards without lights. I switched on the lights after about ten feet. The Magistrate: Why didn't you wait there? Defendant: I was not ordered to do so.

The Magistrate: You didn't wish to wait and see if the man was dead or alive?—I saw the complainant being taken into the Station by the Sergeant. My number had been taken and I thought I could go on. I was not told to wait.

Inspector Garrod pointed out that defendant was not the regular driver of car No. 150. He took the car out without the consent of the owner and what would have happened if he got away and left the police with his number was that the proper driver would have had to take the responsibility unless the police could prove the contrary. Defendant had been examined

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thrice and each time he was found unfit to be given a licence. Inspector Garrod said that the maximum penalty for each of the three counts was a fine of \$250. The Magistrate, to defendant: You have already admitted the first charge. You apparently took out another man's car and went driving it round the Colony without permission. Defendant: The driver was away in town and the washer of the car was sick. I knew both of them. I spoke to other people, who were in the house and they allowed me to take the car out. I wanted to test my driving ability as I have been trained for over a year. The of the Court.



NEW ADVERTISEMENTS.

WANTED.

WANTED.—Now or in near future a house with grounds Middle level or the Peak, preferably near Motor Road or Tram Station. Rent of little consideration if house suitable. Apply Box 616 care of this paper.

An experienced lady stenographer with good knowledge of English and well acquainted with filing, cabling etc. seeks position. Will entertain any reasonable offer.—Apply Box No. 619, c/o "Hongkong Telegraph."

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TO LET.—At Peak, for 10 months, from about end of March, 6 roomed house fully furnished. Tennis Court and Garden.—Apply Box No. 615 c/o "Hongkong Telegraph."

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FOR SALE.—Complete edition of ILLUSTRATED WARNEWS, 1914—1918 with covers for binding. In good condition. Cost \$120, will accept \$60 or nearest offer. Apply Box No. 620 c/o "Hongkong Telegraph."

LOST.

LOST.—A brown and white Pointer Dog, answers to the name of "Prince". Will the finder kindly return to 33 Conduit Road.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

I have this day resumed charge of the Company.

By Order of the Board of Directors.

MOWERAY S. NORTHCOTE, Secretary.
Hongkong, 26th October, 1921.

SOCIETY OF ST. GEORGE, HONGKONG.

Smoking Concert—Armistice Night.

With reference to the Circular recently issued the General Committee have decided that Theatre accommodation will allow Members to invite two additional guests each to the Armistice Night Concert, and the extra tickets may be obtained on application to the Honorary Treasurer.

A. H. K. COBB, Hon. Secretary.

Hongkong, October, 25th 1921.

NEW FRENCH LOAN.

CREDIT NATIONAL.

Issue of Bonds of 500. Interest 6% free from income tax. Price is 498.50 net. Interest payable every 6 months from 1st of May 1922. Reimbursement by 4 yearly drawings comprising 7,200 prizes amounting to 13,000,000. Subscription closing on the 10th November. For subscription apply to Banque de l'Indo Chine.

ROYAL HONGKONG YACHT CLUB.

The Acting Commodore and Committee of the Club will be at Home to members and their friends at the Club House, North Point on Saturday 29th inst from 3.00 p.m.

A. T. LAMPLUGH, Hon. Secretary.

NOTICE.

The General Officer Commanding wishes to thank those gentlemen who, on the occasion of the recent fire in the Mule sheds in Kowloon on 8th October 1921, so promptly came to the help of the Military and gave such valuable assistance. The names of these gentlemen are unknown to him, and he therefore takes this opportunity of thanking them for their gallant and humane work.

FOR HAIPHONG AND HOIHOW.

Sails for Haiphong and Hoihow every alternate Tuesday. The favourite passenger steamer HAI-WUN. (Capt. Charles E. Page). The ship "Hainan" will leave Hongkong for Haiphong on 30th Oct. 1921. Apply Thos. Cook and Son, Ltd. 111, Wing Lok Street.

HONGKONG JOCKEY CLUB.

The half yearly meeting of the Jockey Club will be held in the Jockey Club rooms, Hongkong Club Annex, on Thursday 27th October at 12 noon.

THE HONGKONG JOCKEY CLUB.

The next Gymkhana has been fixed for Saturday 5th November 1921. Programmes can be obtained at the Hongkong Club, the Racecourse and the Jockey Club Stables. Entries close on October 25th.

A further extra Gymkhana meeting will be held on 26th November in aid of the British Legion.

THE HONGKONG JOCKEY CLUB.

5th Gymkhana, Saturday, 5th November 1921.

The 3rd Race, once round handicap, is open for winners at any distance, and in the event of there being sufficient entries they will be divided in A & B classes, the latter taking the place of the Wacht-ten-Beetje Race.

Hongkong, October, 22nd 1921.

HONGKONG HOTEL CO., LTD.

NOTICE IS HEREBY GIVEN THAT with reference to the Special Resolution passed and confirmed at Extraordinary General Meetings of the above Company held on 13th and 31st days of August, 1921, regarding the division of the above Company's Share Capital from shares of the denomination of \$50, each into shares of the denomination of \$10, each; NEW CERTIFICATES relating to the above are now ready and can be obtained, in exchange for the written acknowledgments already issued in respect of the old scrip, upon application to the undersigned at the Company's Registered Office in the Hongkong Hotel, Pedder Street, Victoria, Hongkong.

HONGKONG HOTEL CO., LTD.
H. N. BEAUREPAIRE, Secretary.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on Friday, the 28th Oct., 1921 commencing at 9 p.m. at their Sales Rooms, Duddell Street.

A Well Selected Collection of Postage Stamps containing—
A good many varieties and rarities, mostly Asiatic.
On view from Tuesday the 25th October 1921.

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Steamers calling at SEBATTIE or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 24 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

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Tenders may be sent for lighter and motor separately the latter being easily removed.

No obligation by this firm to accept any lower tender than that within a reasonable price.

L. GAIN, Branch Manager.

Hongkong, October 21, 1921.

WORLD WIDE SPORT.

The suggestion has been made that American youths should be invited to the Boys' Golf Championship next season.

It is all nonsense, says Sandy Herd, to describe golf as an old man's game.

New Anniesland, the Glasgow Academicals' ground, can now accommodate 8,000 spectators, with seats for 1,100.

Four Australians had over 500 wickets among them; all the others together had 86.

George Boots, the veteran Welsh half and captain, and R. C. S. Plummer, the Welsh wing, have been elected members of the Blackheath club in recognition of their great services to Rugby football.

There is about to be placed on the market, we believe (says a London sporting paper), a new golf club destined to take the place of the barred ribbed iron. The club has a hollow-ground face, presenting to the ball a concave surface, so that—in theory at any rate—it will under-cut the ball and impart the back spin wanted to prevent "run."

POLICE BLANKETS.

Thefts from the Storeroom.

A coolie employed at Police Headquarters was this morning charged before Mr. R. E. Lindell with the theft of a blanket from the storeroom. A messenger boy also was charged with receiving the blanket.

The Police Prosecutor, Mr. T. H. King, D. S. P., in explaining how the case came to be heard before the Magistrate instead of being dealt with departmentally, said that the coolie occupied a position of trust at the Police Headquarters, and it was necessary that an exemplary penalty should be inflicted. The facts were that for the past few days parcels had been taken out of the Storeroom compound. At the hour of 1.45 p.m. yesterday when the officers were vacated for the tiffin interval, the messenger boy was observed to make his way from the compound with a regulation blanket under his arm. The store sergeant, who made the discovery, gave chase and caught up with the boy in Staunton Street. It was learned that the blanket was obtained from a coolie who in turn had received it from another coolie who now figured in the charge of larceny.

The excuse which this man gave to the Magistrate was that he took the blanket to protect himself from the cold. It was, however, ascertained that he had failed to give notice of his intention to the store sergeant, and his Worship decided to impose a sentence of four weeks' hard labour. This was subsequently reduced to three weeks; on the court being informed by the D.S.P. that the man had been in the police service for six years and hitherto bore a very good character.

The messenger boy was also convicted on the charge of receiving and was ordered to pay a fine of \$20 or to undergo 14 days' hard labour.

WHAT'S HIS NAME.

An Interesting Tangle.

The identity of a prisoner known to the Police Fingerprint Bureau as being successively Leung Pat, Pun Chat and Chan Hing was a matter which involved considerable discussion at the Police Court this morning.

The Magistrate had before him a man who was recorded on the charge sheet as being named Leung Pat, a store-keeper of Yau-mai who at one time had jumped his bail of \$500 allowed him in connection with the larceny of a coil of rope from a P. and O. lighter, and who was now under arrest on a fresh warrant for that offence. Mr. G. N. Tinson appeared before his Worship and announced that he appeared for the prosecution, against a man named Chan Hing, if he were still keeping to that name. Mr. G. R. Haywood then made matters more complicated by stating that he appeared for the defence of a man named Leung Pat, whose face was still unknown to him as were also the facts of his offence.

Sergeant Vincent, the officer in charge of the Fingerprint Bureau, then made an endeavour to clear the tangle. He said that at 8 a.m. on the 24th instant he received from the Yau-mai Police Station a fingerprint of a man named Leung Pat. On investigation he found that it tallied with that of a man whose name was recorded on the slip as Pun Chat, alias Chan Hing. The record showed that Pun Chat was convicted of the possession of lottery tickets and was fined \$250 or three months. The fine was paid. On July 15th of this year, a man named Chan Hing jumped his bail in connection with the present case, and when the finger print of a man named Leung Pat taken yesterday they were found to tally with "Chan Hing" and the other names mentioned.

Observing that the question of bail could not be considered until the identity of the prisoner had been thoroughly gone into Mr. G. N. Orme remanded the case.

DISORDERS OF THE INTESTINAL TRACT

can be avoided by the use, when necessary, of PINKETTES, the dainty little gentle-as-nature laxatives which neither gripe nor purge. PINKETTES dispel constipation, regulate the liver, cure biliousness and sick headaches, clear the complexion of pimples and blotches, relieve Piles. They are obtainable from chemists, also post free at 60 cents the tin from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

HONGKONG HOTEL CO.

Supreme Court Petition.

The Hongkong Hotel Co. Ltd., through Mr. Eldon Potter (instructed by Messrs. Deacon, Looker, Deacon and Harston) made an application to the Supreme Court, before the Chief Justice, Sir Wm. Roes-Davies, this morning for confirmation of alterations in the Company's Memorandum of Association.

The necessity for the application, Counsel explained, arose owing to the fact that the existing memorandum dated back to 1886 and was now inadequate to this large undertaking. His Lordship the Acting Chief Justice had expressed himself satisfied that the petition could in no way adversely affect the creditors of the Company, continued Counsel, and therefore His Lordship dispensed with any notice being given to creditors. His Lordship had instructed that the petition be advertised in certain newspapers on certain dates, and this had been done.

Counsel then went into the petition, mentioning that the application which came before the Court was passed unanimously by the shareholders of the Company. The Company contended that the alterations were necessary to carry on the business of the Hotel Company more economically and efficiently and also to enable it to carry on certain classes of business which under existing circumstances might conveniently and advantageously be combined with the business of the Company. The proposed extensions, submitted Counsel, were such that any modern hotel would carry out.

By special resolution of the Company, stated the petition, passed and confirmed in accordance with Section 70 of the Companies Ordinance, 1911, at extraordinary general meetings held on July 27th and Aug. 13th, it was resolved: "That the provisions of the Company's Memorandum of Association, with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the chairman of this meeting."

The petition was that alteration of the Company's objects proposed to be effected by this resolution might be confirmed by the Court pursuant to Section 10 of the Companies Ordinance, 1911; or that such other order might be made in the premises as the Court might seem meet.

In the petition it was stated that the Company had now a large and continually extending connection, and it had extensive opportunities of doing business of the character authorised by the proposed extension of its objects. Experience had shown that its existing objects as they stood were inconveniently restricted, and that its existing business was detrimentally affected by the absence of the powers which would be conferred by the proposed extension of objects. The alteration was required to enable the Company to meet the wants of its customers and to take full advantage of the opportunities which it had for doing business, and to equip it with the increased powers necessary to enable it to keep pace with the times and maintain its position.

The Company had ample working capital, the petition went on to state, and its assets were far more than sufficient to pay all its debts and to make good the whole of its paid up capital. It had plenty of capital resources to work its business. No one would be prejudiced by the proposed extension of the Company's objects, the petition concluded, and it was just and equitable that the special resolution for the proposed extension of such objects should be confirmed. The petition was granted.

TWO FIRES.

Painters' Guild Victimised.

Fire broke out at two o'clock this morning on the second floor of 74 Queen's Road Central, but was fortunately put out by the inmates. The flat in question was recently occupied by the Painters' Guild, and after the fire had been put out by a member of the Guild it was found that the outbreak originated outside of the entrance door of the Guild's flat. Two tins, usually used by the painters, were found on the staircase, and they both contained spirit of wine.

At the same time a fire alarm was also given in Lee Yuen Street on the floor tenanted by the family of the Secretary of the Guild but this was also soon put out. It is believed that the fires were started by enemies of the Guild.

PUBLIC WORKS.

Report For 1920.

The report of the Director of Public Works for 1920 is to hand. From it we note that the amount voted for the Department's purposes was \$5,883,887.70, and the amount spent \$3,830,330.17. Several factors contributed to savings, including the high rate of exchange, but the savings were wiped out by excesses on other sub-heads. Actually the amount spent in 1920 was \$40,468.71 more than in 1919.

The Waterworks earned \$380,330.13, or \$38,243.33 more than in 1919. Land sales and surveys yielded \$553,620.21, a big increase on the \$293,468.80 of 1919 and the \$301,700.87 of 1918. Sales by auction in pursuance of the opening up of new sites was responsible for the greater part of the increase. Among the items of interest are the following:

22, 816 sq. ft. opposite Central Market let at monthly rental of \$2,100.
Old Post Office let for 10 months for \$13,800 and afterwards for two months to various lessees at an aggregate of \$3,850. Old Supreme Court, no figures.
Old Land Office building let for seven months at \$453 per month and five months at \$1,200 per month.

These three places are popularly known under the inclusive term Old Post Office.

Under Naval and Military lands appears this: an area of 78,425 square feet, being a portion of Island Lot No. 87, was transferred by the Naval Authorities to the Colonial Government. This area was required in connection with the new road from Gap Road to Wan-chai Gap.

The following areas were transferred to the Colonial Government by the Military Authorities, viz.:

An area of 46,677 square feet known as Murray Battery for a sum of \$118,423.25 plus \$163.00 for building.

A portion of North Point Battery, containing 90,288 square feet, for \$21,184.50.

The remaining portion of Victoria Battery, comprising an area of 1 acre 2 rds. 22 pls. for \$26,565.80.

A portion of Balaclava Battery, containing 3,750 square feet, for \$625.00.

In each case, the sums enumerated above were credited to the Military Authorities in the Military Lands Account.

A portion of Elliott Battery, containing 19,820 square feet, was exchanged for an area of Crown Land, containing 26,726 square feet, in all of a diversion to Pokfulam Road, the Colonial Government being credited with the sum of \$1,680.00 as compensation for difference in area.

The figures as to plans dealt with show 3,500 projects (including alterations) approved, against 3,617 in 1919. Certificates were issued for 87 new European houses and 314 Chinese houses and for 92 non-domestic buildings, showing decreases of 57 domestic and 13 non-domestic in the 1919 figures. Plans were deposited for 280 Chinese houses (331 in 1919) and 100 European houses (168 in 1919).

The private works completed include 37 European houses in Hongkong (one on the Peak) and 6 in Kowloon; 207 Chinese houses. Works commenced include 15 European houses in Hongkong (three on the Peak) and three in Kowloon, and 295 Chinese houses (26 on the big Kowloon City reclamation).

Improvements, &c., of Public Streets.—The policy of requiring houses, when undergoing reconstruction, to be built at a higher level where necessary in order to provide for the future raising of certain low-lying areas in Hongkong and Kowloon has been continued. In some cases, arrangements are made with owners whereby the ground floors of their houses are retained at their former levels upon their giving an undertaking to raise such floors when the raising of the street is carried out.

In the case of some streets, steps have been taken towards effecting improvements in the building lines whilst in others schemes for widening have been decided upon. These proposals are being carried into effect as opportunity arises.

The schemes for widening Wan-chai Road, Queen's Road Central and East, and Shanghai Street have been proceeded with, and, in the case of several premises, the widening scheme is being put into effect.

"THE SOURCE."

Fine Film at the World Theatre.

"The World Theatre's star film 'The Source' is an interesting picture with a plot staged in a lumber camp. The hero is a young man who, getting hopelessly intoxicated, is 'Shanghaied'—put with a number of others in like condition aboard a train in charge of one who traffics in these human derelicts, and eventually gives up drink and makes good at the lumber camp to which he is taken. How he rises from a raw lumberman to a high position, thrashes the bully of the camp and raises himself from the mire in which strong drink has placed him, is well portrayed, and the film right through is a good one. Other films shown are the Gaumont Graphic and a very funny comedy. At 5.15 the star film is 'Melting Millions,' and the first three episodes of a new serial 'King of the Circus,' featuring the popular Eddie Polo, are screened at 7.30 and 7.15."

for steps to be taken to render the areas occupied by Hau Pui Loong and Newloun Tung Cemeteries available for building purposes as early as possible. In consequence of this, it was decided to set apart practically the whole of the valley in which the Small Pox Hospital (K.I.L. 124) stands, for the purposes of the "Kowloon Cemeteries." The greater portion of this area, which contains 97.22 acres, will be utilized for Chinese Cemeteries and the remainder will be reserved for European Protestants (4.91 acres) and Roman Catholics (3.12 acres). It is proposed to divert all burials which would otherwise have gone to Hau Pui Loong and Newloun Tung Cemeteries to the new "Kowloon Cemeteries" and to give up the area on the Yau-mai to Kowloon City Road formerly reserved for a European Cemetery.

Under Public Works Extraordinary detailed references are made to a large number of undertakings, particulars of which have been published.

The following appears under "Hongkong Harbour."

Extensive hydrographic surveys of the Harbour were made and tentative Schemes of Harbour Improvements prepared in advance of the arrival of Sir Maurice Fitzmaurice, C.M.G., Senior Partner in the firm of Messrs. Coode, Matthews, Fitzmaurice and Wilson, Consulting Engineers to the Crown Agents for the Colonies, who, at the request of the Government, were asked to send out a member of their firm to make local investigations and advise on the improvement of Hongkong Harbour.

Sir Maurice Fitzmaurice arrived in Hongkong on the 13th November and left on 1st December.

As extensive boring operations have yet to be carried out and further surveys to be made, for which work additions to the Staff are necessary, it will be some time before the Consulting Engineers will have obtained all the information they require on which to base their Report.

Under "Praya East Reclamation Scheme" is this:

A meeting of those persons entitled to participate in the Scheme was held in the City Hall on the 4th May. The Hon. Sir Paul Charter, C.M.G., presided and was supported by Mr. M. S. Northcote, Secretary of the Land Investment and Agency Company, Limited.

The estimated cost (prepared in August, 1919) of the works to be borne by those persons entitled to participate is \$3,285,000, the area of building land available for apportionment being estimated at 2,249,004 square feet. The estimated cost of building land is therefore \$1.504 per square foot, and including a 25 cents premium, \$1.754 per square foot.

After the plan and statement, referred to in paragraph 147 of last year's Report, had been inspected and each lot-holder informed of the cost and area of his particular allotment, the Chairman proposed that the Scheme under the Conditions laid down by Government be accepted. The motion was seconded by Mr. M. J. D. Stephens and carried unanimously.

The preparation of 27 sheets of Contract Drawings was commenced on 12th July, but was not completed until the end of November, as progress was somewhat interrupted during October and November by the visit of Sir Maurice Fitzmaurice in connection with the proposed Harbour Improvements.

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SHANGHAI JUDGE TO GO ON LEAVE.

Mrs. Skinner Turner is returning to Shanghai by the Empress of Asia due on October 29. Her daughter remains in England for the present, as Judge Skinner Turner will probably go on Home leave next year.

KOREANS APPEAL TO U. S.

A Korean commission has handed to the American delegates to the Washington conference an appeal for an opportunity to present the cause of the Korean people to the end that you will either present it to the conference or create an opportunity for us to do so.

HONGKONG AUTOMOBILE ASSOCIATION.

Private Owners And Trade Interests.

CHAUFFEURS' WAGES AND CLASSIFICATION.

Mr. C. McI. Messer presided over a general meeting of the Hongkong Automobile Association held in the Old Chamber of Commerce Room at the City Hall yesterday evening. He was supported by Dr. G. M. Harston, Messrs. J. Bell-Ising, W. E. Roberts, J. McCubbin and C. Lauritsen (members of the Committee) and Mr. F. Livingston (Hon. Secretary).

Others present included Messrs. A. Stevenson, J. A. Plummer, D. G. M. Bernard, W. J. E. MacKenzie, P. M. Hodgson, J. Smith, T. Oliphant, A. Fothergill, J. E. Riggs, Ho Cheuk, H. A. Castro, C. D. Marcel S. Komor, A. Henderson, O. Marriott, and H. A. Smith.

The Hon. Secretary having read the notice convening the meeting, the Chairman said:

The Committee of the Automobile Association has received from time to time complaints from members as to the conduct and pay of chauffeurs, and the Committee has come to the opinion that the best way to deal with this matter would be to have a meeting of members to fully discuss these matters. A circular was issued together with a draft agreement, and members were asked to forward their views in writing to the secretary.

I regret to say that it is a matter of disappointment that so few members have recorded their views, but it is hoped that at this meeting many may give us the benefit of their opinions. The circular and draft agreement were distributed with a view to arousing the interests of members and forming a starting base for further discussion. Many may think that the local chauffeurs should be capable of attending to more matters than those given in the circular and draft agreement. The conditions put forward in these documents were intended as minimum requirements,

and there can be no objection to any person agreeing to additional service, as for instance, the chauffeur to do all the washing and not to claim the assistance of a coolie. The wages mentioned were also intended for minimum wages, and it is to be hoped that as the local supply of chauffeurs increases, the scale, which appears generous compared to places like Shanghai, may decrease. The wages question is a very difficult one and I doubt if we can come to any definite arrangement at this meeting. Motoring in Hongkong is in its infancy. There have been difficulties in the supply of drivers. Men were obtained from Shanghai, putting up immediately the rate of wages above those obtaining in the sister port. Cantonese are now becoming available in increasing numbers, but the wages are kept up. Up to the present there has been competition to obtain good drivers; in the future I hope there will be competition for good drivers to obtain good employers. Every member desires to pay a reasonable wage, but there is little reason why the wage of a particular class should be higher than that paid to persons skilled in a similar degree and higher than that obtaining at Shanghai.

Organisation Needed. Little, however, can be done in this direction unless the members unite together and form an organization with rules which are kept though they may perhaps in some cases suffer personal inconvenience. It is important that car owners take an interest in their cars and gain some slight knowledge of their mechanism and condition. Attention to the petrol and oil consumption is well worth while; in many cars a good deal of oil purchased never finds its way into its owner's car, and a knowledge of the engine and its working saves many an item in the repair bill. I may say that later on the Committee hope to be able to arrange for lectures on car driving mechanism etc., provided a sufficient number of members would be willing to attend.

You will notice that on the circular reference is made to the chauffeur books supplied by the Police. I regret that little use is made of the efforts the Police have taken in making this arrangement. The arrangement was made with a view to controlling the conduct of chauffeurs. Members should make a point of keeping these character books themselves. They should co-operate with the Police in their endeavours to control and assist traffic and keep their chauffeurs to the etiquette of the road in mutual consideration of each other's rights and comfort.

I would suggest that after members have had an opportunity for discussing matters, if the meeting considers it advisable, a special committee be formed to consider the question of chauffeurs' wages and any other allied matter.

The Unused Club Room. I would take this opportunity of referring to the Club Room in the Hongkong Club annex, which has been opened since August 1st. Most of the English motor periodicals are placed in this room and arrangements have been made for them to be sent regularly. So far the Club Room has only been little used, and if support continues lacking it is proposed to close it at the end of February. It was opened because several members expressed the wish to see the motoring papers and that a room be provided where such might be read. You will notice that under Rule 2 of this Association, Clause F, it is stated as one of the objects of this Association that a Club House or Garage shall be provided. The Club Room

is open from 9-12 noon and from 1-7.30 p.m. and is available for use of members, both ladies and gentlemen.

I would like also to take this opportunity of expressing on behalf of the Committee their appreciation of the improvement in traffic control by the Police, and to say that the Association is always willing to co-operate with the Police in matters that concern the safety of the community. I will now ask the Secretary to make some remarks on the letters that have been received, and other matters that have been brought to his notice.

The Hon. Secretary said: Several very useful suggestions have been made and no doubt the gentlemen who have written in will later on address the meeting. As the Chairman has pointed out, the circular was sent out to bring the matters to the attention of all members.

The question of a Garage has been considered, but it is not possible at present to get a site or rent suitable premises and the Association is not in a position to extend the amount which would be necessary even to fit out premises for a Garage. The question of appointing official repairers has been considered; but the Committee do not at present see their way to make a definite appointment.

Training School for Chinese Drivers. In regard to the question of teaching drivers, I find on reference to the files of the Association that some time ago the Y.M.C.A. put forward a scheme, and I now suggest that they be approached again on the matter. The Association could, of course, engage a teacher, but I doubt if any member would have sufficient time, even if they were willing, to give the time and attention necessary to ensure that everything was being done in the best possible manner. On the other hand the Y.M.C.A. could possibly include the teaching of motor car driving in their syllabus, and from what I know of the Y.M.C.A. I think if they took the matter up it would be done properly and satisfactorily. The question of terms etc. should, I think, be left to a special committee to arrange. In regard to the question of classifying drivers, I do not think the scheme suggested would be found workable, and I suggest as an alternative two classes of drivers only, drivers at \$30/\$40 per month and after drivers at \$40/\$50 per month, the latter to have a full mechanical knowledge and to be able to do all ordinary repairs. It will probably be possible for the Association, with the help of the Police, to get chauffeurs at these rates later on. I would also suggest that employers treat part, say \$10, of the monthly wage, as a bonus for satisfactory conduct and driving, turning up to time for appointment etc., that is to say if a driver was receiving \$30, he would only receive the full amount if his conduct had, in all respects, been satisfactory. I understand some of the garages here work on this principle. I am told that several car owners would like to learn to drive their cars and I would ask any members who would be willing to teach other members to send in their names. The Committee would also like to have the opinion of the meeting on the question of issuing badges to drivers. I was recently asked as to the use of the lower road, i.e. Victoria or Jubilee Road. There is no regulation at present, but the general understanding seems to be that this road should only be used by cars coming into Hongkong.

Lawful Speeds Urged. I have also received several complaints as to the way cars are driven in Hongkong. I do not think any motorist in Hongkong would like to give cause for the other users of the road to think that those driving in cars consider the roads are for them only. I would ask all who use motor cars

to insist on drivers driving at the speeds allowed by law, namely 15 miles an hour in Hongkong and Kowloon and 10 miles an hour in Control Areas. I have been particularly asked to mention Caine Road, where there are nine schools. No one expects children to have much knowledge of the pace a car is being driven at, but if they see a car coming along at a fast speed, they are very apt to get frightened and lose their heads. All the Control Areas are given in the Association's year book, and I would also draw members' attention to the note in the year book on the principle of "Safety First" and the remark regarding Garden Road. The Police have not an easy task in controlling the traffic, and do not stop a car or speak to the driver unless necessary. Any complaints as to the Police should be sent in writing to the C.S.P., and members are asked not to enter into any argument or discussion with a Police officer nor to try and make excuses at the time, even if the occupants of the car have told the chauffeur to drive at a higher speed than that allowed by the law.

In regard to the new number plates that have recently been issued, a thin piece of board should be fixed to the holder on the car, and the plate screwed on to the board. This will obviate rattling and save the enamel plate from breaking.

Clashing of Interests. Mr. H. E. Smith said that the Hongkong Automobile Association was an organisation formed solely for the benefit and protection of the owner driver and as such it was unsatisfactory that any member connected with the motor trade should be identified with the Club's affairs. He knew it was somewhat difficult to bring forward a suggestion like this without some slight indication of a personal grievance regarding the existing state of affairs, but he could assure members that that was not so in his case. It was impossible for the provider and customer to see eye to eye in regard to the finances of each. It was not fair to strain the generosity of any trade member of the Association as to expect him to forego his own profits by suggesting means whereby they could obtain cheaper tyres elsewhere. Either he had to lose or the members of the Association had to lose. Mr. Smith concluded by moving the following resolution:—"That the Hongkong Automobile Association is an organisation formed solely for the benefit and protection of owner drivers, and as such it is undesirable that any member connected with the motor trade should be actively identified with the control of the Association's affairs."

Mr. Plummer seconded. The Chairman pointed out that if the resolution was passed it would debar several members from sitting on the Committee.

Mr. Lauritsen said there were owners of garages who were also private owners and they were as much entitled to the benefits of the Association as the other members. The Association was not started for the benefit of motor drivers alone but for the general public as well in order that better traffic regulations might be obtained. With regard to tyres, that was a matter entirely for individual members.

The Chairman spoke of the excellent pioneer work Mr. Lauritsen had done in the Colony for the benefit of motorists. Mr. Lauritsen was in the business and, of course, interests clashed. He would leave it entirely to the meeting as to whether garage owners or persons connected with the motor trade should be asked not to serve on the Committee.

Mr. H. E. Smith took exception to Mr. Lauritsen's remarks that the Association was formed not only

to investigate any complaints. He had personally experienced a very great deal of trouble in getting repairs satisfactorily carried out and he knew of a good many others who had complaints to make in this respect. His fourth resolution was that more frequent meetings of the Association should be held to enable members to express their views and receive reports from the Committee. He thought that whilst, if he might say so, the Association was in its infancy, they might derive more assistance by obtaining the views of members on various points. Mr. Plummer added that he knew the objection to some of his resolutions would be that the Association had no money; but he thought that if they went about it in the right direction they would soon obtain all that was needed. It seemed to him that if a Central Garage could be found and members were prepared to make use of it, it would be more or less self-supporting.

Mr. Komor did not think there was any possibility of obtaining a garage. He suggested that they might make arrangements with one of the garages to house their cars on special terms. He supported the idea that all chauffeurs should be compelled to pass an examination, and obtain a certificate before being allowed to take charge of cars.

For the benefit of members but also for the public, including tradesmen. What was for the benefit of members could not be for the benefit of tradesmen. The two interests were diametrically opposed.

Mr. Lauritsen: I did not say tradesmen. I said the general public.

Not in Order. Mr. Bernard doubted whether the meeting was in order in passing the resolution. No notice had been given of it.

The Chairman agreed that notice should have been given. He thoroughly appreciated Mr. Bernard's point and he thought it better that the resolution should be brought forward at a subsequent meeting.

Mr. Hodgson said that a resolution which practically altered the constitution of the Association could not be brought forward without proper notice being given.

Mr. H. E. Smith expressed a desire to withdraw the resolution.

Mr. J. Smith said that members joined an association to protect themselves against the trade. That was their only reason for joining.

Mr. Bernard, referring to the classification of drivers, considered that drivers should be called upon to pass an examination and obtain a certificate which they could present for employment and, which might also enable them to obtain higher wages. Whilst he agreed it would be highly desirable to reduce the wages in some cases he felt that they would experience great difficulty in attempting to do so. It seemed to him that the only way they could deal with the question was by getting a larger number of drivers, and then when the supply reached the demand the wages question would solve itself. With regard to the suggested agreement he did not think any member would like to enter into an agreement with the houseboy and it seemed to him equally unsatisfactory that they should make one with the chauffeur. His own experience was that drivers had always been willing to carry out instructions, but where they had not done so they had been "sacked." If everybody dealt with them in that way they would get no trouble from that source. (Hear, Hear.)

The Chairman said that as regards wages it seemed to be the general view of the meeting that they should allow the law of supply and demand to take its course. Wages were coming down. There had not been so many cars imported as last year and the result would be if this continued that they would get drivers at a cheaper rate. He thought members would agree that if they tried to force wages down there would be very few who would fall into line.

After some further discussion the meeting adjourned.

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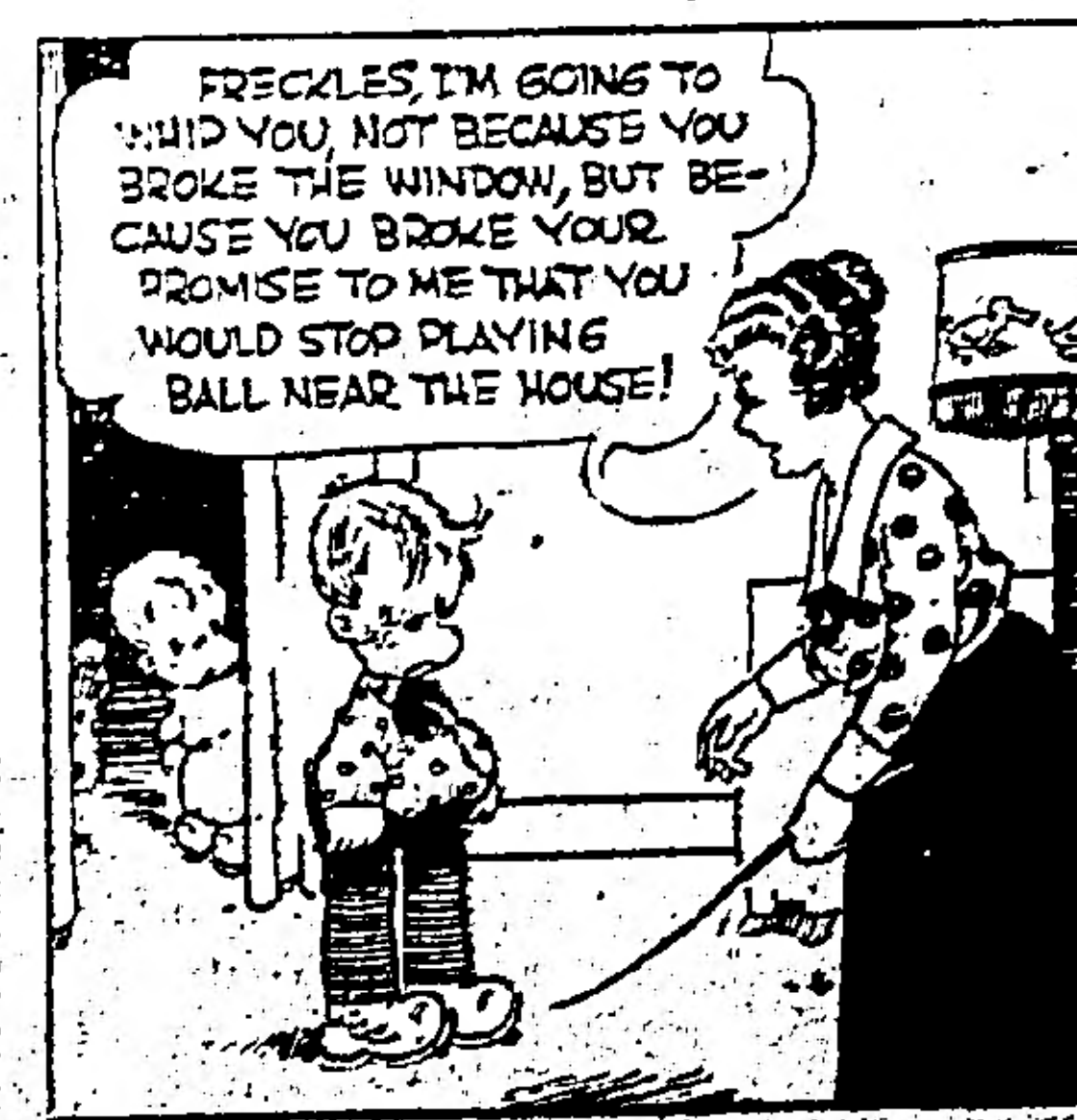
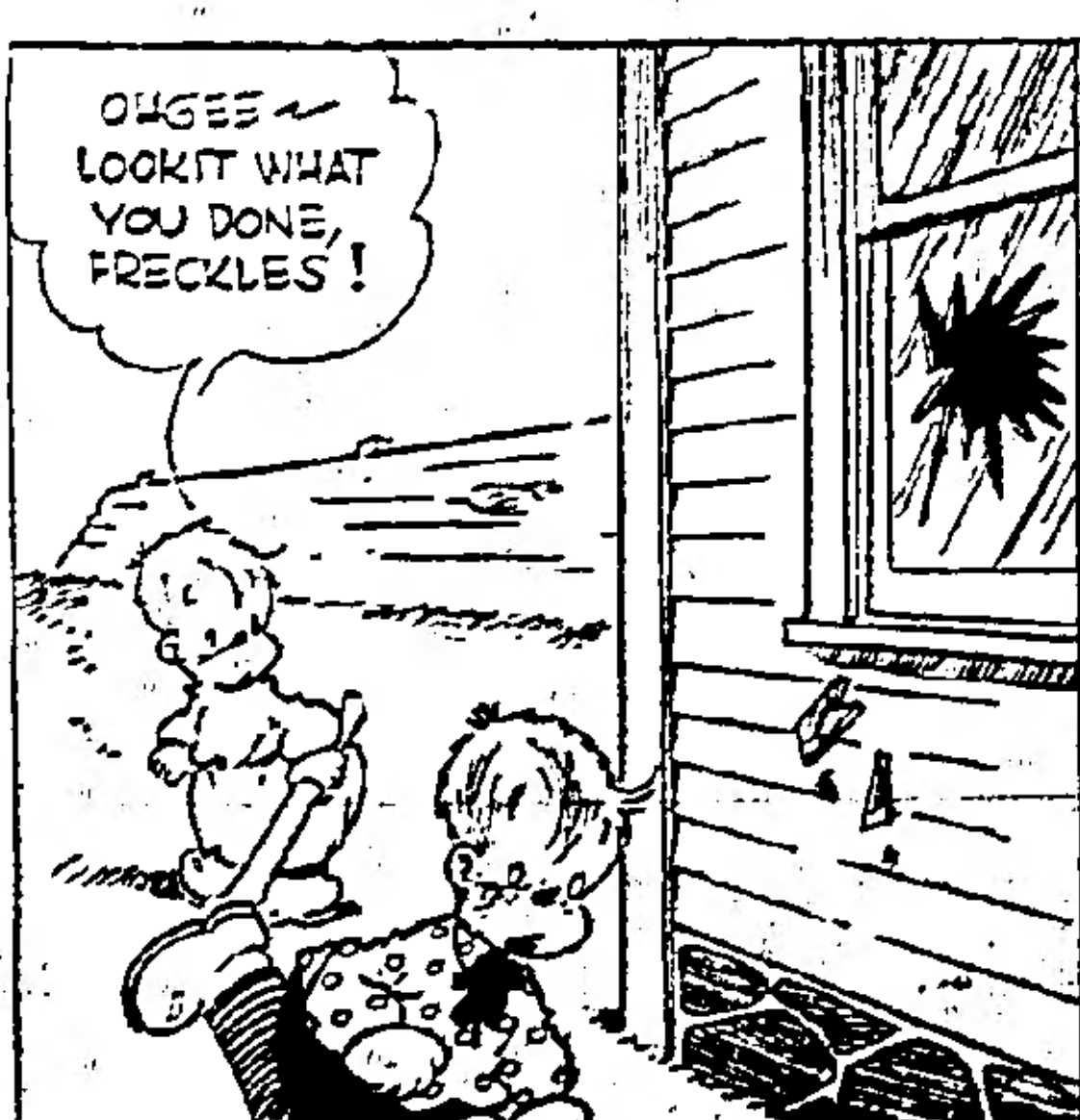
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The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 26, 1921.

THE HAPSBURG PROBLEM.

Considering that the movements of the ex-Emperor Karl have been a matter of suspicion for some weeks, it looks as if the latest outbreak in Central Europe might have been avoided. When the Hapsburg exile made an abortive attempt in April a question arose as to what would be the attitude of the Swiss Government. His plottings were a breach of the obligations attaching to the grant of asylum, and this time the breach was a much more definite one, because the ex-Emperor gave a specific undertaking when he was allowed to return after his previous escapade. Recently, however, it has been a matter of public knowledge that Karl has been engaged in significant activities. Despite this, he appears to have met with little or no difficulty in making for Hungary. When news of Karl's arrival in Hungary arrived "intense surprise" was felt that the Swiss Government should have allowed Karl to leave the country. Perhaps it is misleading to speak of the Berne authorities "allowing" the ex-Emperor to leave. A country, especially one like Switzerland with its tradition of human liberty, may feel that it cannot well refuse a roof to a harassed exile, commoner or Royalist. For the sake of peace the Swiss Government would naturally wish the refugee to maintain the peace, but perhaps felt called upon to exercise nothing beyond general supervision.

By means of a tolerably ingenious disguise, which, however, should have needed no great vigilance to penetrate, Karl entered Hungary easily enough. He made his appearance on the western side, which was natural for geographical reasons, but which also gave him an initial advantage, because this was the area in which occurred the recent dispute over the Burgenland territory. A certain amount of soreness over the Allies' action in favour of Austria may have rendered the inhabitants susceptible to Karl's appeal, and the local troops joined the ex-Emperor's standard at once. Probably this response accounts in a large degree for the progress made by the Imperial adventurer in his advance upon the Hungarian capital. But then the opposition began. The Regent, Admiral Horthy, whatever his private sentiments, which are said to be favourable to Karl, evidently took prompt measures, the stand taken by the Entente and the Little Entente, particularly the latter, helping no doubt to stimulate his efforts.

When once the forces of the other side were arrayed against him, Karl's attempt collapsed as speedily as his previous essay. No further recruits came forward, and his battalions, practically encircled, became panic-stricken. The result was that a movement which for a moment looked serious has petered out. Probably the same result would attend another attempt were Karl left at liberty to make one. The Little Entente is very much in earnest in antagonism to the Hapsburgs, the Czechoslovakian Government ordering immediate mobilisation; and its big brother has declared with emphasis against Hohenzollerns and Hapsburgs. An accommodation between Italy and the Hapsburgs would savour of the anomalous; and it is some reassurance to find the Italian Ambassador at Paris disavowing any secret pact for Karl's restoration. All the same so long as the scion of the dynasty which so long ruled or misruled a large portion of Central Europe is at liberty to make these attempts, peace in Europe is threatened. Once seated on the throne of Hungary, the Hapsburgs would naturally look towards the other and large position of the realm which constituted the ramshackle empire of Austria-Hungary. Karl has been interned by the Hungarian Government as demanded by the Allies, and while one does not like to think of the ex-ruler being banished to a lonely isle like St. Helena, the interests of peace require that some effective kind of restraint be imposed, in which connection the subject of disarmament in accordance with the Peace Treaty seems to require further inquiry.

NOTES & COMMENTS.

A Spasm of Energy.

We are indeed weird folk in this Colony. We go days and days without a single public meeting transpiring, and then all of a sudden there's a bewildering epidemic. Yesterday was a case in point and the overworked reporter could scarcely help wondering why things were not arranged a little better. Just look at what had to be covered—At 4.15 there was a meeting of the Sanitary Board at 4.30 there was the meeting of the Chamber of Commerce to consider who should succeed Mr. Holyoak as the representative on the Legislative Council, at 5.15 the harbour race was due to commence, whilst at 5.30 there was the Cricket Club meeting, the Automobile Association meeting and a lecture at the Helena May Institute, the latter to be followed by a meeting of the new association formed for social service. And to all that must be added the desire of nearly every local journalist to have a peep at Lord Northcliffe who arrived on the St. Albans during the afternoon. Of course, it couldn't be done and there was nothing for it but to buckle to and give our readers the record of the day's happenings. It all went to show that those who were responsible for arranging the various events followed their own sweet inclination and didn't care two brass farthings what else might be afoot. And if any of the gatherings suffered from poor attendance there could be nobody to blame but those who didn't plan things a little differently. But, of course, we've all got the consolation that there is so much more off our chests.

Still No News.

Time still goes steadily by but there is no further news of Mr. Rasmussen, who is being held in captivity by a band of Chinese desperadoes up country. We make enquiries nearly every day and we are always told the same thing—"There's nothing further to report." It is fully a month ago since Hongkong was more than a little startled at hearing the news and we seem to be forgetting it already. Here is a case in which a man, purely on business bent, is allowed to go up country and disappear as effectively as if he had been swallowed up. And what do we do about it? We make a few enquiries and then are content to forget. What is being done officially is a little hard to learn. The Canton authorities are supposed to be doing all they can, the Danish and British Consulates in Canton are supposed to be in communication with the Canton Government on the matter, and the Asiatic Petroleum Company, for whom Mr. Rasmussen was travelling, is supposed to be working, too. And yet, when we ask what is transpiring, they all seem to know nothing. If they really are as ignorant as they claim then it is high time a little stronger representation was made to Canton. This sort of thing needs the showing of more determination than we have yet learned of in connection with it. It is somebody's business to know more than has so far been made public.

The New Journalism.

An article in yesterday's issue described Lord Northcliffe as one of the pioneers of modern journalism. But where has he led it? Has his influence and the influence of his many imitators been entirely or even partially, for good? The making of newspapers was a profession in the old days. It is now a trade. The old journalism sought to reach the thinking man. The new journalism aims at reaching the man who does not want to think. One has only to look at the *Daily Mail* to realise the change that has come over our newspapers. Its leaders are not articles in which, day by day, some subject is carefully and logically reasoned out. They are short and assertive. The *Daily Mail* leader-writer does not argue. He hits the reader with assertions. He says this or that must or must not be done, but he seldom advances reasons. He barks at the reader and the reader of to-day seems to enjoy being barked at. The reader who used to prefer being reasoned with is disappearing, though he is still to be found. It is a nice point then whether, with all the snap, the sparkle, the vitality with which Lord Northcliffe and his kind have animated journalism, they have done it a real service. For our own part, we are inclined to doubt it.

DAY BY DAY.

SOCIETY KEEPS UPON CONSCIENCE AND NOT UPON SCIENCE.

—Amiel.

There was no case of notifiable disease reported yesterday.

The annual meeting of the St. Andrew's Church Men's Association takes place to-night in the Church Hall at nine o'clock.

A small fire took place in the cockpit of No. 93 Wellington Street shortly after eight o'clock this morning. The outbreak was put out before the arrival of the Fire Brigade.

A football game between members of the Shamshien Football Club and sailors of the H.M.S. Tarantula took place on Monday afternoon at the Shamshien Municipal Ground. The score was 3 to 1 in favour of the Club Team.

The fortnightly meeting of the Sanitary Board was held yesterday afternoon, when the appointment of Dr. G.D.R. Black to be a member of the Board, vice Dr. W.V.M. Koch, on leave, was announced. The other business was of a formal character.

As the result of a new licence on midwifery recently imposed by the Canton Municipality, women practising this profession in the city are preparing to declare a strike with a view to force the authorities to cancel the new licence. A meeting will be held next Sunday for the discussion of ways to abolish this new licence. The new licence, was issued by the Health Department of the Municipality, requiring midwives to register themselves before they are permitted to practise or have their signboards put up as midwives.

Following the discovery of a large consignment of arms aboard a sampan the mistress of the vessel was yesterday arrested by the police, and charged before the Magistrate this morning. The consignment comprised nine pistols, 5,750 rounds of ammunition, 16 ammunition clips, 34 magazine springs, besides a large number of cleaning rods. On the application of Mr. A. E. Hall, who appeared for the defence, the Magistrate remanded the case.

In the case in which Messrs. Jebsen and Company of Canton proceeded against the Yuen Wah Firm of Exporters, of Connaught Road Central, for the illegal use of trademarks on certain alleged German Ayes of which the Canton firm are the agents, a decision was arrived at by Mr. G. N. Orme at the Police Court this morning, when the question of costs was discussed. His Worship allowed \$50 costs for the complainants besides inflicting a fine of \$500 on the defendants.

In the Summary Court, before Mr. Justice Gompertz, this morning, an action in which the Wan-tai Garage sued P. A. Lapicque and Co. for \$56, for motor-car storage and gasoline supplied, came up for hearing. The names were called, but neither the parties nor their legal representatives were present. His Lordship asked what time the case should have come on. The Judge's Clerk replied that it was set down for ten o'clock, and His Lordship ordered that the case be struck out.

This afternoon the fine photodrama entitled "The Sheriff's Son" is being shown at the Hongkong Theatre. Charles Ray is in the leading role. The story is of a timid New York lawyer who went to the West. He was a coward through and through, born scared, until the strange event came to pass. A comedy, with Screen Magazine will also be shown.

SUMMARY COURT.

Another Rents Case.

In the Summary Court, before Mr. Justice Gompertz, this morning, Wong Ngo claimed from Fong Kow the sum of \$78, being two months' rent of No. 21A D'Almeida Street (top floor), which premises were first let to defendant on July 3rd, 1921. In the alternative, plaintiff claimed, a declaration by the Court that the standard rent should be \$39 per month, inclusive of taxes. Plaintiff was represented by Mr. F.X. D'Almeida. His Lordship fixed the rent at \$30 month, and with regard to costs, made no order.

LORD NORTHCLIFFE INTERVIEWED.

By Lord MacWhirter.

As soon as I looked at the man I thought he'd been misdirected and wanted to send away a cable. But thinks I to myself, in that case, he'd have used a secretary anyway. But after a second look I jolted right away. Thanks the worst of photographs, if they're no flatterer they may as well never have been taken for all the use they ever are.

"Ay man" says I "and you've won this length. I thought the small o' printer's ink would fetch ye. It a thousand pities though, that it never struck ye to send us a chit, in which case we'd have seen that the stairs had been swept."

But my Lord, he only kept on looking about him wi' his nose in the air.

"Oh" says I, "this isn't the only room in the establishment. Wait till I take ye among the Machinery downstairs and the Town Delivery Department."

But still he kept on sniffing.

"Smells somewhat like a temple" says he.

"Ah, I know now what's bothering ye. It's Joe's fudge sticks. Ay, they do stink a bit. Maybe he'll believe me, since you've passed your verdict. Still it's a kindly way to put it and no the word I generally use in the same connection. But let it pass. Joe's a well-doing lad."

"Ah, to be sure" said his lordship, politely.

Wi' that I got him eased into our second-best chair. It's a great test that chair and very nearly as accurate as our barometer before some light-fingered coolie deprived it o' the mercury. Ay, it's an awfu' creaky chair but fine for interviewing folks in. Ony disturbance in their mind immediately communicates itself to the legs of yon chair and gives ye ample warning when it's time to change the subject.

"Now" says I "make yourself at home. Ay, that's right. Wi' regard to this Conference at Wash—"

"We had a fine trip up from Australia" said he.

"Quite so" says I "they feed you well on the St. Albans, but what now is your idea of this Pacific?"

"I find travelling very instructive" says he.

"Quite so" says I again "you seem to be quite taken up wi' it. Reminds me o' the excitement there used to be in our house on the morning o' our Sunday School trip. But if it's travelling you've got in mind I'll bet ye what ye like that you don't think now that it's all cracked up to be and as for being instructive, well, that depends a lot on who makes up the school doesn't it?"

"I don't quite get you" said he, "School? You mean—"

"Poker," says I, whereupon the chair began to violently protest which was the signal to put on another record.

"Now" says I "what ideas can you give *Telegraph* readers against this unseemly—"

"What is this journal in politics?" he enquired.

"Nothing to speak of" says I "but it's willing to learn. For instance, now—"

"Ah" intoned his lordship "the necessity for a leading journal, in these strenuous times, being in possession of a policy of some kind will be obvious to the meanest intelligence. Policies are of two kinds—definite and indefinite."

"Quite so" said I humbly "and if we're no the one, we can always blame the intelligence of our readers on the score of the other. Personally we prefer the latter as offering the greater freedom and the least resistance, forbye making it easier for Joe in case he forgets which line he took on a question before."

"Ah, to be sure" succinctly replied his lordship "and may I be permitted to ask who 'Joe' may be?"

"Wi' the greatest of pleasure" says I, "that's him in the corner, City Editor when he's no reading proofs."

"And that other chap there trying to smoke the blunt end of a cigar in a pipe is our Foreign and Colonial Editor and his time is mainly taken up in correcting Renter and wading through 'Who's Who' when he's no sending to the Post Office for the Shanghai papers. This gentleman wi' the desk all to himself, our Chief Reporter, isna' so young as he looks and has a thorough grasp of every thing, but the fact that this journal isna' a monthly magazine and should be on the machines"

DUTCH INDIES LOAN.

Six and a Half Per Cent.

From Our Own Correspondent. Singapore, October 26. Subscriptions are being received in Java for a 6½ per cent Dutch Indies Hundred Million Guilders Loan, for which the Dutch India quota is 15½ Millions.

SHIPPING COMPANY ECONOMISES.

The Royal Paket Navigation Company of Batavia, for the purposes of economy, has decided to remove the wireless from the Kominktyke, Paketvaart Maatschappij steamers, except on the Java-Australia, Hongkong and Singapore services, also the Java-Australia, Hongkong and Singapore services, except the Australian and Singapore services. The removal of fans will save a million guilders annually.

every day by half past three. No, that's no woodpecker in the telephone box; that's the head of our "scop" department, middle name "Dynamite", is troubled wi' a fallen instep through getting over the ground too quick, and never uses the word "rendition" more than twice every ten lines. I'm sorry our Foreign Circulation Manager is away at present, him being at Unga at the moment, looking up a possible subscriber there. I also regret to inform you that the Advertisement Manager, whom I'm sure would have been delighted to meet you, is at present in hospital—no, nothing serious, merely a nervous breakdown through overwork. Our Water Front Manager is also out of doors at the moment, probably lying drunk on a seat on Blake Pier, wi' his mouth wide open.

"And yourself, Mr. MacWhirter?" his lordship graciously enquired.

"Oh! me. I write the Letters to the Editor. They're all Managers here but me but what's the odds anyway so long as I get the bawbees."

"Ah, I see you're a Scot. Bang went six—"

"No another word on that subject" says I "or you'll be getting our minister on your top. He's very touchy on the question."

"Ah, to be sure. But to come back to what we're talking about. You must know that it is of vital importance that in the matter of politics we must make up our mind as to which direction—"

"The cat'll jump. Ay, quite so. You were aye pretty good at that" said I, approvingly.

"Sir!"

"Oh, ye needna' try and blow stout in my e'en that way. Man, how ye ever got off wi' it, aye beat me. I mind fine when Mr. Chamberlain started his fiscal campaign, your papers were strong against what they called 'The Stomach Tax' But ye happened to go to a meeting in Glasgow and it was so packed and enthusiastic that ye were on the other side next day. No man ever louped a dyke quicker. And what's more forbye, I mind when ye hired Blatchford to make our flesh gras wi' tales o' the German menace. Blatchford was right as we know it now but the public got tired o' the cry o' wolf and over ye went to Germany and wrote back that we were silly fools to believe one word of it and that Germany was enjoying the joke fine."

Aye there was never a flea born that could beat ye at the standing jump, sideways, or ony other way that suited ye.

"Man, I can hedge a bit myself at times but I've got to be careful. You should be thankful you favours the *China Mail* wi' ye in London. Ay, yon Adversarius o' their's is the boy that would sort you once you started ringing the changes ye way."

As I was busy taking down this part of our interview, his lordship's chair was making a noise like a buzz saw eating through an iron gate. That's the worst o' folks when they get up in the world: ay, they're awfully easily put out.

Our distinguished guest rose to his feet. I could see that our interesting chat was drawing to a close.

"Before you proceed to inspect the Accounts and Statistical Department, sir," I pleaded "may I hope to be able to give our readers and Hongkong generally a personal message from yourself?"

"Certainly" said he suavely, "tell them that it's always more blessed to give than to receive but that unfortunately I have been unable to-day to get a chance to act according to that most admirable precept."

Quite so; but I've wondered ever since what he was driving at.

ROUND THE TOWN.

By "Cabbie."

What a lot of celebrities are coming to Hongkong these days. A couple of weeks ago it was the son of the richest man in the world, Rockefeller; we are making preparations to welcome the Prince of Wales; and at the present moment we have in the Colony the Newspaper Peer, Viscount Northcliffe. An interesting little story is told of Lord Northcliffe (or, Alfred Harmsworth, as he was then) in his younger days. Whether it is true or not I don't know, but here it is. A young reporter had to interview a great financier who was extremely difficult to approach because he had an abhorrence of publicity. The pressman had to wait an opportunity to enter his quarry's suite unannounced. The opportunity came and, opening the door of a room from which issued sounds that indicated that there was life behind it, he found the great man vainly endeavouring to scrub his back. The average youngster would have been abashed and would probably have apologised, looked an idiot and gone away. But not this interviewer. "You're wasting an awful lot of energy," said the reporter quite calmly, "I know of a long-handled brush that is the best back-scrubber you could imagine." The great man stared and became so interested in the young pressman that he got his interview. The financier was Cecil Rhodes and the reporter was the Newspaper Peer who arrived in Hongkong yesterday.

The other day I went to a concert in the old Chamber of Commerce Room in the City Hall. It was a good concert and I enjoyed it, but it would have been a much more pleasant evening had the artists not been constantly interrupted by the various noises which kept coming in from outside. The music rendered by a string band was delightful in itself but the musicians' efforts didn't blend very well with those of a drum and fife band playing short distance away, and at times the drums completely won. The drum and fife band would probably be well worth listening to, but however you are given to music, it is rather difficult to appreciate the efforts of two sets of musicians playing different tunes at the same time. Then the noise of passing trams, boots from motor horns, screams from klaxons, the upraised voices of street coolies, noisy trucks and other distractions all added their quota. One of the artists gave a song or two, and these were most enjoyable, but here again, the efforts of the entertainers were not improved by the unwelcome accompaniments from the street, which at times threatened to drown his voice altogether. The dancers probably did not suffer so much, but even they must have found it a difficult matter to keep time to the band which accompanied them when their efforts were all mixed up in the medley of sounds which floated in through the open window. The old Chamber of Commerce Room would be a very suitable place for these before-dinner concerts were it situated in a little quieter neighbourhood. As it is, it is not quite all that could be desired. Isn't there somewhere else that could be utilised for these and similar entertainments?

The Victoria Recreation Club, which does its bit in no small measure to brighten things up in the Colony, will, I hear, have many attractions during the winter months when the days of swimming are over. Arrangements are being made to hold classes in physical culture, and as an encouragement it is proposed to keep records of all who take advantage of the course and at the end of the term give prizes to those who make the most improvement, the strongest man, for weight-lifting and such like. It is a good clean, healthy way of spending the spare evenings and those who go in for it will, no doubt, find it very beneficial. Now then, all ye would-be Samsons, here's your chance. Mr. Wittichell tells me, too, that it is proposed to hold concerts on Sunday evenings. Of course, there will be the usual rowing, and this year it should be possible to get up some enjoyable dances in the new room, which has a most excellent floor for the "light fantastic." But what is the idea in introducing the "glad rag" business? Hongkong is quite stiff enough as it is; we don't want the free and easy V.R.O. to develop the stiff front muscle.

LUXURIOUS COATS

Ready
for Next
Winter



WRAP COAT OF
BLUE
VELVET
TRIMMED
WITH
BLACK
PERSIAN
LAMB



NEW
EMBROIDERED
VELVET
COAT
TRIMMED
WITH
LYNX



THIS SABLE
TRIMMED
COAT HAS
THE PANEL
BACK AND
DOLMAN
SLEEVE



FUR
TRIMMED
FROM THE
FUR BELT
AND THE
NEW
DIRECTIONAL
CAPE-
COLLAR



COAT
OF BLACK
VELVET
TRIMMED
WITH
SLYNX, THE
NEW PARIS
FUR

MODES OF THE MOMENT.

It is the dressy coat we are two coats, one of velvet and the other of plush. Both of these coats are as elegant and as sumptuous as such garments could possibly be made. They are of the coat models for autumn, and velvet, of duvety, of velvet, of one thing that gives this effect is broadcloth and of a new pressed, the cut of the sleeve. Coat plush that is to be very fashion-able from all indications. Three models made of this new coat material are pictured.

The dress coats for the coming season are not in the dark shades as we are accustomed to see at winter's beginning—not all of fur cuff. This style is illustrated in at least. Palest pearl gray in the velvet coat with lynx and biscuit tan are noted and trimming. The garment blouses there are even pure white coats slightly over a rather snug belt trimmed with dark fur. One of the straight lower section is there is presented on today's fashion. This is a new model with a flaring very handsome coat of henna tunic below a very low belt. The velvet embroidered in sell white coat is trimmed with hands and in black. The belt is of kolinsky and collar and cuffs are covered with black braid and the of the same pelt. In this model, rich black of the lynx fur adds also, one notes the irregular hem which is as popular in coats as in frocks just now.

Another of the pressed plush are velvet coats almost covered with embroidery of metal thread. A different line: A perfectly flat panel back from neck to hem, with the fullness of the coat pushed toward the front and controlled by a low belt. The full side sections sag a bit below the panels at back and front—again the fashionable irregular hem line.

The four separate coat styles, above mentioned, and all authoritative modes for autumn, are: The long straight line coat with panel back and belted front; the circular coat hanging loose from the shoulders; the redingote style with a belt placed very low; and a straight line coat belted and bloused a bit at the waistline. All these styles are pictured today.

A new way to add fur to a coat has been devised in the black pressed plush with hands of black fox. Long strips of the fur fall over the skirt of the coat from the belt and are looped under the edge of the garment. This coat is straight and trim below the belt but wrap-like above, with very loose raglan sleeves and the cape collar crossing in front.

The straight-line coat with panel back is illustrated in the pearl gray model trimmed with kolinsky; the circular coat in the graceful, black velvet model trimmed with Persian lamb; and the belted and bloused style in season.

The blue velvet model trimmed with Persian lamb and embroidered with black silk, is illustrative of the fourth coat style launched by Paris this season: a style quite contradictory to the fitted and belted effects but equally smart. The cut of this blue velvet coat is simple and the very model shows its distinction to the richness of its fabric and trimming and to the graceful lines achieved by the circular cut, the low armhole and long surplice collar of fur. Another of these wrap-coats, is in fawn coloured velvet with surplice collar and wide cuffs of beaver. Panels of the fur run down the coat from collar line to hem at back and front, giving a sumptuous effect. The velvet sleeves are gathered into the large armholes and then gathered again where they meet the wide fur cuff. This coat has an unusual girdle, made of fawn coloured silk cord with ornaments of the cord and slender tassels at least twenty-two inches long that dangle over the skirt of the coat when the cord girdle is knotted toward the left of the front panel.

It is an ordinary coat that has a belt of self material now. Coat belts are interesting features of fall fashion and all sorts of gay belt effects are fancied. A coat of dark brown velvet with collar and cuff facings of fawn duvety has a belt made of wooden beads in fawn and blue, and long bead ornaments fall from the end of the girdle which fastens under wooden slides. Leather or suede belts of very narrow width are used with some of the richest velvet coats. A navy blue velvet coat with gray squirrel trimming, has a silver chain girdle with dangling silver ornaments. Some coat belts are embroidered, others are covered with flatly applied strips of braid. In most cases the belt is dropped very low; often quite to the hip. The coat may be belted at the natural waistline but if so, the belt is broad enough to reach well down toward the hips, and a band of fur around its lower edge gives the effect of a belt at this point. Narrow sash belts looped once over and made of the coat material are used on some models.

A coat of this sort is of gray broadcloth with embroidery in silver and gray braid as far up as the knee and all over the sleeve. Collar and cuffs are of squirrel and the narrow sash-belt is tipped with silver tassels.

TAKE SPECIAL CARE OF YOUR HAIR.

Left by itself, the hair, matted by dust and perspiration, and with the pores of the scalp clogged, may grow thinner and lose its beautiful quality. Its colour also may be faded by strong sunshine and the same sunshine will make it brittle and ragged and unkempt looking. The monthly shampoo is usually enough in winter, but some heads in summer time must have a weekly shampoo. In any case wash the hair every fortnight and never neglect a good brushing daily. The more the hair is brushed the softer, silkier and more lustrous it will be, for the brush combats the influence of sun and accumulated dust, and good brush bristles separate the hairs and keep them from matting together with perspiration. Use a fairly stiff brush and give long, even strokes from your scalp to the very end of the locks. Take time for the brushing every night and brush not only from the front backward, and from one side to the other, but also from the nape upward. To do this, bend over so that your hair falls down straight and brush from the nape to the very end of your tresses. This brushing of the hair in four directions, loosens every hair



The fragrance and freshness which are so fascinating in well-kept hair may be yours if Orris is sprinkled lightly over the locks once a day.

from every other hair, stimulates the scalp and makes a fluffier, prettier effect when your locks are dressed.

"But if I brush my hair like that," you protest, "all the wave will be brushed out of it!" True enough, it will; but the brushing is a good deal more important than the wave, and light, soft, fluffy hair unwaved is



STUNNING MODEL OF WHITE WITH KOLINSKY TRIMMING

prettier than heavy, soggy hair crinkled into rigid waves. It is an excellent thing to give the hair a rest from curling irons or waving contraptions for two months of the year. Select light sport hats that will not heat the head; little hats of embroidered silk or linen, or fine panama or straw sailors that fit down over the head like helmets are very bad for the hair, smart as these hats look with tailored sport clothes.

Besides brushing the hair thoroughly and regularly treat it with a good tonic during these weeks when you are wearing a hat so constantly. The tonic for too-oily hair may be rubbed in with the fingers and will not affect the fluffiness and softness of the hair—indeed may cause an improvement in its look. But hair that is too dry and brittle or that grows in a

scalp where dandruff accumulates must be treated with an oil tonic and this must be used with special care or the oil will make the locks stick together and cling to the head. Part the hair and drop a little of the tonic along the part. Then make a new part further along and repeat the process until the entire head has been treated. It is much better to have some one else do this for you; and the tonic should be used at least once a week.

Twenty-four hours after the tonic has been applied massage the scalp well, then shampoo the hair. And if you are using an oil tonic for too-dry and brittle hair, do not counteract the good effect of the tonic with any harsh alkali substance in your shampoo water. Soda and things of its ilk do give a lovely fluff to the hair for a few hours. After that the locks seem to be heavier and more dank and clinging than

ever—as soon as perspiration gets at them. If you wash your hair soapsuds and soft water should be enough to remove the dust and perspiration. Shred pure soap into fine pieces and put the pieces on to boil in soft water. This makes a splendid, soapy shampoo which will give a good lather, and after the rinsing, leave your



Brush and brush your locks in summer if you hope to keep your hair silky, soft, fluffy and rich with luster.

head feeling deliciously clean. Well washed and rinsed hair feels soft as silk floss and gives out a squeaky sound when the fingers are run over it while it is wet. Toss the hair about while it is drying. Put it up loosely and adjust a net very loosely over it so that the soft fluff of it may not be flattened down.

FASHION NOTES.

TURQUOISE NEGLIGES IN VOGUE.

The bride of this season has a turquoise negligee—over so much smarter than flesh pink, orchid or any other tint of previous years. A lovely trousseau negligee had an apron tunic of shadow lace over a slip of turquoise chiffon. Underneath was a straight slip of pale pink chiffon. Narrow turquoise velvet ribbon was looped up with tiny pink roses here and there at the waistline. Another turquoise negligee is of chiffon embroidered with silver threads; a straight chemise-style garment with very wide armholes. The turquoise slip is dropped over one of silver tissue and narrow silver ribbons fall in streamer effect from the left shoulder to the ankle.

UNDERGARMENTS.

Short bloomers with the shorter chemise are being worn most now in the way of underclothing. Bloomers lend themselves well to the tailored skirt.

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"WEST CROWA" 28th November.

* Also, cargo accepted for Transshipment at San Francisco and or Seattle to weekly sailings for

NEW ORLEANS SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. and Canadian (Overland Common Points).

HONGKONG OFFICE—1 door Powell Building, 12, Des Voeux Rd., Tel. 108.

PACIFIC SHIPPING.



DOLLAR LINE



SAILINGS FROM HONGKONG

FOR NEW YORK.

| | | |
|-------------------|------------|-----------|
| "GRACE DOLLAR" | via Suez | 25th OCT. |
| "HAROLD DOLLAR" | via Panama | 23rd NOV. |
| "MELVILLE DOLLAR" | via Panama | 19th DEC. |
| "M. S. DOLLAR" | via Suez | 2nd JAN. |

FOR VANCOUVER.

| | | |
|-------------------|----------|-----------|
| "HAROLD DOLLAR" | via Suez | 25th NOV. |
| "MELVILLE DOLLAR" | via Suez | 26th DEC. |

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING
THIRD FLOOR

TEL. 792.
795.



Operating following U.S. Shipping Board Steamers.

PASSENGER & FREIGHT SERVICE.

FOR VICTORIA, B.C. & SEATTLE.

Calling Shanghai, Kobe and Yokohama.

| | |
|----------------|-------------------------------|
| S.S. Wenatchee | From Hongkong. Arrive Seattle |
| Keystone State | Nov. 19. Dec. 9. |
| Wenatchee | For Manila. Nov. 8. |

FOR PORTLAND DIRECT.

| | |
|------------|----------|
| S.S. Coast | Oct. 28. |
|------------|----------|

Calling Manila, Shanghai, Kobe & Yokohama.

S.S. Montague Nov. 11.

Through Bills of Lading issued to Overland common points.

Passengers and Freight Particulars, apply to

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor, Union Building.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA
and other JAVA PORTS.

LAKE ONAWA sailing

FREIGHT ONLY.

FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor, Union Building.

PASSENGER OFFICE.

Tel. 2477 & 2478.

Queen's Bldg. 2, Ice House St.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. WEST IVIS Second half of November.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC.,

THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478. 5th floor, Union Building.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN CLOON"

will be despatched to
Singapore & Belawan Deli direct.

This vessel offers excellent cabin-accommodation for saloon passengers.

Single and double cabins.
Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPANLYN.

Telephone No. 1574.

Agents.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong.

| | | |
|--------------------|----------------|----------------|
| "CITY OF ADELAIDE" | via Suez Canal | 1st November. |
| "TYDEUS" | via Suez Canal | 13th November. |
| "KANSAS" | via Suez Canal | 26th November. |
| "KATUNA" | via Suez Canal | 10th December. |

* Calls at Boston if sufficient inducement offers.

Passengers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON

REISS & CO.

CANTON

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan

Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila

and

Amsterdam, Rotterdam, and Hamburg, Bremen

| Steamers | For | Sailing on or about |
|----------|--------------------------------|---------------------|
| BOERDE | Amsterdam, Rotterdam & Hamburg | 17th Nov. |
| TOSARI | Amsterdam, Rotterdam & Hamburg | 10th Dec. |
| OUDEKERK | Rotterdam, Amsterdam & Hamburg | 10th Jan. |
| RADJA | Amsterdam, Rotterdam & Hamburg | 10th Feb. |

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,

York Building.

NEW SERVICE TO JAVA

China Mail S.S. Co., Ltd.

INCORPORATED IN U.S.A.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

BETWEEN SHANGHAI, HONGKONG, SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

S. S. "NILE"

HONGKONG TO JAVA. HONGKONG TO SHANGHAI.

November 13th.

October 29th, at noon.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports

PRINCE'S BUILDING.
TELEPHONE DEPT.
NO. 1934.

ICE HOUSE STREET.
TEL. FREIGHT DEPT. & AGENT.
NO. 2161.

COMMERCIAL NEWS.

PROMULGATION OF CHINESE POSTAL ACT.

A Presidential Mandate has been issued promulgating the Postal Act of China, comprising forty-seven articles. This promulgation has been made owing to the necessity of presenting a proposal to the Washington Conference for the withdrawal of foreign post offices in China.

SHANGHAI SHARE MARKET.

Messrs. A. L. Anderson & Co., Shanghai, in their report of the 15th October, state:—There is nothing to add to or alter in our remarks of a week ago, business remaining exceedingly dull and prices in most directions ruling easier.—Debentures.—Are still in good demand, but the supply is negligible.—Docks and Engineering.—Shanghai. A slight enquiry for December delivery appears to have been satisfied: cash shares have buyers at 129 1/2. New Engineering retired to 11 at which price a few shares are wanted.—Cotton Mills.—The few quotations recorded show an easier feeling, but were so small as hardly to afford a fair view of the market.—Tobacco.—Rubber Estate Ltd., (1921).—Of the authorized issue of shares in the reconstructed company, 750,000, 629,739 have been allotted. The statement issued by the Directors shows a credit balance of Tls 14,104 71. A meeting of the new company is called for the 21st instant.—Miscellaneous.—Cultivators are wanted at 10, and Trams at 77 x D. Gas could be placed at 26, while Telephones offer at 96. Shanghai Mercury sold at 22.

JAPANESE COAL.

The declining tendency of Japanese stocks of coal on the market has been remarkable since the second half of the year, though the demand at present is poor. The market is expected to suffer a great dearth of stocks, with the arrival of the winter season. There is no doubt that the demand will increase with the abolition in December of the present curtailment of output in the cotton mills, and wholesale merchants are trying to book their requirements. On the other hand, many collieries have been closed down temporarily or permanently since spring, and there is little possibility of an early resumption of work. It is foreseen that even with the entire discontinuation of the present 17 per cent. reduction of operations, output will hardly increase to any large extent. In support of this prophecy, a vernacular paper mentions that the output during July decreased, in spite of the advance in price, by over 300,000 tons as compared with the corresponding month of last year. It has become impossible any longer to import Chinese and Manchurian coal at such a low price as before, as it is now more profitable to export to Hongkong and Singapore, the trade improving in those ports.

CHINA MAIL S.S. CO., LTD.
INCORPORATED IN U.S.A.

FAST FREIGHT AND PASSENGER SERVICE.

"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG TO SAN FRANCISCO.
via Shanghai, Japan Ports and Honolulu.
S.S. CHINA Nov. 6th
S.S. NANKING Dec. 12th

HONGKONG TO SINGAPORE.
S.S. NANKING Nov. 23rd

FAST FREIGHT SERVICE.
Through Bills of Lading issued to all points in United States & Canada also
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, 108 HONG STREET.
TELEPHONE DEPT. NO. 1934.

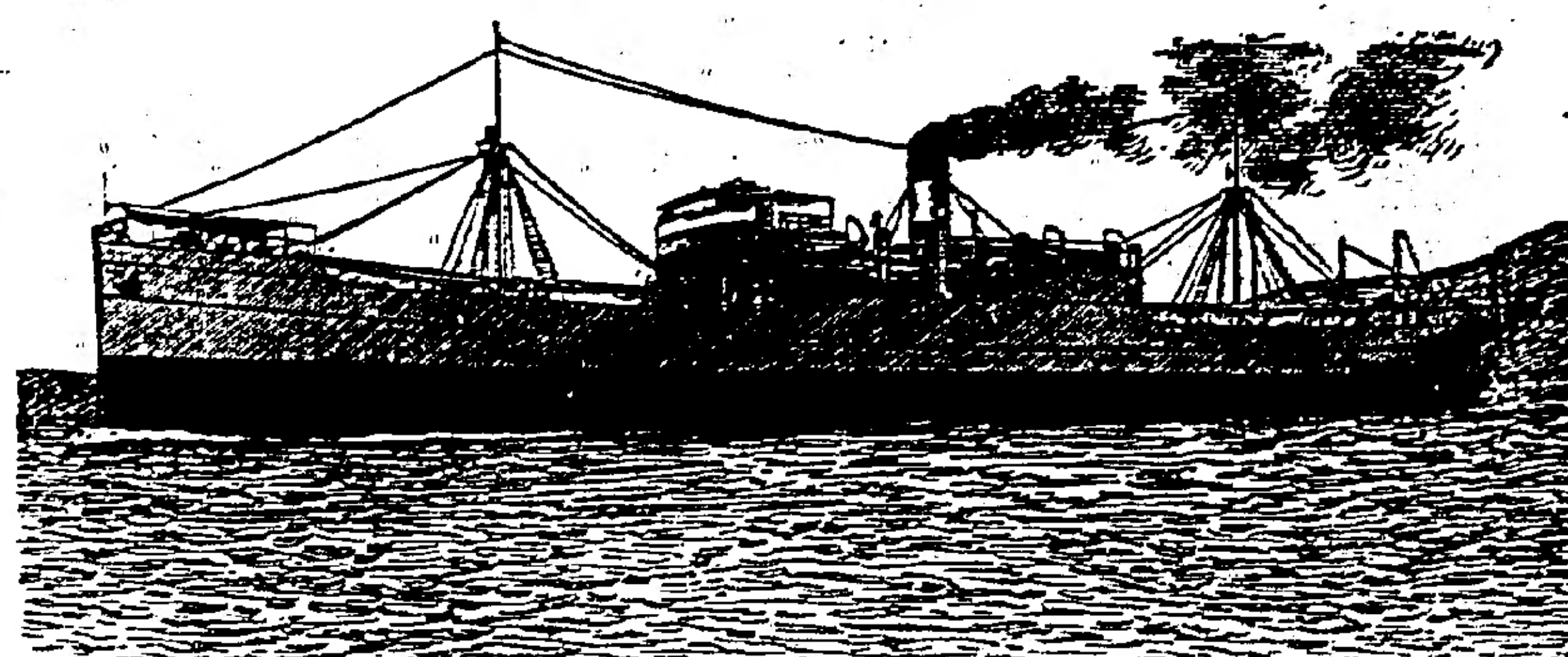
ICE HOUSE STREET.
TEL. FREIGHT DEPT. & AGENT.
NO. 2161.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO," HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition
Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engaged by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR**EASTERN & AUSTRALIAN LINES.**

(COMPANIES INCORPORATED IN ENGLAND)

TRAITS: BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, AUSTRALIA, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

| S.S. | Tons | From Hong-kong (about) | Destination |
|----------|-------|------------------------|-------------------------|
| SARDINIA | 6,600 | 29th Oct. | M'les, London & Antwerp |
| KARNATA | 9,000 | 13th Nov. | M'les, London & Antwerp |
| NYANZA | 7,000 | 26th Nov. | M'les, London & Antwerp |
| LAHORE | 5,200 | 29th Nov. | S'pore, Colombo & B'bay |

BRITISH INDIA-APCAR SAILINGS (South)

EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|------------|-------|-----------|---|
| ST. ALBANS | 4,500 | 14th Nov. | Melbourne via Manila, Thursday Island, Townsville, Brisbane and Sydney. |
|------------|-------|-----------|---|

SAILINGS TO SHANGHAI & JAPAN.

| | | | |
|------------|-------|-----------|------------------|
| ST. ALBANS | 4,500 | 26th Oct. | Yokohama direct. |
| NYANZA | 7,000 | 27th Oct. | Shanghai & Japan |

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Passenger Messengers will receive telegrams at a rate of 10/- per word per day, and will be received at the Company's Office on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO

22, Des Voeux Road Central.

Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FOR HONGKONG SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports. Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

SUWA MARU (Nagasaki direct) Saturday, 29th Oct., at 11 a.m.
FUSHIMI MARU (Nagasaki direct) Saturday, 19th Nov., at 11 a.m.
KATORI MARU (Callao Manila) Saturday, 3rd Dec., at 11 a.m.
KASHIMA MARU (Callao Manila) Wednesday, 23rd Dec., at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.IYO MARU (Callao Manila) Thursday, 27th Oct., at 11 a.m.
ATSUTA MARU (Callao Manila) Friday, 11th Nov., at 11 a.m.
SHIDZUKA MARU (Callao Manila) Friday, 25th Nov., at 11 a.m.HAMBURG via LONDON & ROTTERDAM.
MATSUYE MARU (Callao Manila) Wednesday, 23rd November.

LIVERPOOL via MARSEILLES.

KAMAKURA MARU (Callao Manila) Wednesday 7th December.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU (Callao Manila) Tuesday, 15th Nov., at 11 a.m.

TANGO MARU (Callao Manila) Tuesday, 20th Dec., at 11 a.m.

NEW YORK via PANAMA & CUBAN PORTS.

DELAGOA MARU (Callao Manila) Friday, 25th Nov.

NEW YORK via SUEZ.

RANGOON MARU (Callao Manila) Thursday, 27th October.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape KAWACHI MARU (Callao Manila) Wednesday, 16th November.

BOMBAY via Singapore, Penang & Colombo.

WAKASA MARU (Callao Manila) Thursday, 3rd November.

CALCUTTA via Singapore, Penang & Rangoon.

TOTOBI MARU (Callao Manila) Friday, 25th Oct.

SANGKI MARU (Callao Manila) Friday, 11th November.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU (Callao Manila) Friday, 18th Nov., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU (Callao Manila) Friday, 25th Oct., at 11 a.m.

TSUYAMA MARU (Callao Manila) Thursday, 17th November.

YOKOHAMA MARU (Callao Manila) Sunday, 20th Nov., at 11 a.m.

For further information apply to

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

JAVA-CHINA-JAPAN LIJN.Regular fortnightly service between
JAVA, CHINA and JAPAN.

| Steamer | From | Expected on or about | Will leave on or about | For |
|-----------|-------|----------------------|------------------------|--------------------------|
| Haidis | Java | in port | 25th Oct. | Batavia via Belawan Deli |
| Tjiluwong | Amoy | 27th Oct. | 30th Oct. | Java |
| Tjitarom | Java | 28th Oct. | 29th Oct. | Amoy/S'hai |
| Tjilap | Java | 30th Oct. | — | — |
| Tjilboet | Japan | 5th Nov. | 8th Nov. | Java |

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

| Steamer | From | Expected on or about | Will leave on or about | For |
|----------|------|----------------------|------------------------|-----|
| Tjisalak | Java | second half of Nov. | Frisco direct. | — |
| Tjilboet | Java | second half of Dec. | Frisco direct. | — |

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR NEW YORK & BOSTON VIA SUEZ.

S.S. "WRAY CASTLE"

Sailing about 8th November.

LYOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "PERSIA" Sailing on or about the 25th October.

S.S. "NIPPON" Sailing on or about the 20th November.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "PERSIA" Sailing on or about 7th November.

S.S. "NIPPON" Sailing the Beginning of December.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

Sailing from Colombo to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.,

Telephone 1030.

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

| Steamer | Arrives Hongkong from Australia | Leaves Hongkong for Australia |
|---------|---------------------------------|-------------------------------|
| TAIYUAN | 31st Oct. | 4th Nov. |

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

FAR EAST UNITED KINGDOM & CONTINENT.

| Steamers | Sailing |
|---------------|---|
| City of Pekin | 29th Oct. Marseilles, L'don, R'dam & H'burg |
| City of Delhi | 15th Nov. London, R'dam, H'burg & Glasgow |

PASSENGER SERVICE.

City of Manchester 20th Feb. London, Rotterdam & H'burg

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

| Vessel | Due Hongkong. |
|-----------------|----------------|
| M.V. "GLENVILE" | 10th November. |

HOMEWARDS.

| Vessel | Leaves Hongkong. | Discharges. |
|-----------------------|---|-------------|
| S.S. "CARNARVONSHIRE" | 7th Nov. LONDON, R'DAM & H'BURG. | — |
| "GLENIFFER" | 23rd Nov. GENOA, LONDON, R'DAM & HAMBURG. | — |

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS

THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3696

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

| Destination | Steamer | Sailing |
|------------------------|-----------|---------------------------|
| S'hai & T'ian via S'ow | Walshing | Fri. 28th Oct. at noon. |
| MANILA | Loongsang | Fri. 28th Oct. at 3 p.m. |
| BANGKOK via Swatow | Fooksang | Tues. 1st Nov. at 10 a.m. |
| HAIPHONG via Hoihow | Loksang | Tues. 1st Nov. at 10 a.m. |
| SANDAKAN | Hinsang | Wed. 2nd Nov. at noon. |
| STRAITS & Calcutta | Fooksang | Thur. 3rd Nov. at 3 p.m. |
| KOBE via S'hai & Moji | Kumsang | Wed. 9th Nov. at 10 a.m. |

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Return from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG". Both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Fooksang" will be despatched on or about Thursday, 3rd Nov., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For | Steamers | To Sail |
|-----------------------|-----------|-----------------------|
| AMOI & SHANGHAI | Soochow | 27th Oct. at d'light. |
| NEWCHOW & TIENTSIN | Hunan | 27th Oct. at 4 p.m. |
| SHANGHAI | Shantung | 27th Oct. at noon. |
| H'HOW, PHOI & H'PHONG | Kailong | 29th Oct. at 10 a.m. |
| SWATOW, AMOI, SWATOW | — | — |
| & SINGAPORE | Linan | 29th Oct. at 4 p.m. |
| SHANGHAI & TSINGTAO | Shansi | 30th Oct. at d'light. |
| SWATOW & SINGAPORE | Chinhua | 30th Oct. at 10 a.m. |
| W'WEI, CHEFOO & T'SIN | Huichow | 31st Oct. at 4 p.m. |
| SWATOW & BANGKOK | Kwangchow | 1st Nov. at 10 a.m. |
| SWATOW & SHANGHAI | Suiyang | 1st Nov. at noon. |
| SHANGHAI | Sundun | 3rd Nov. at noon. |
| MANILA, CEBU & ILOILO | Taming | 3rd Nov. at 4 p.m. |

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from H'kong via S'ow. For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Oct. 26, 1921.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

| Steamships | Captain | Leaving |
|------------|----------------|---------------------------|
| Maiching | E. Walker | TUES. 25th Oct. at 2 p.m. |
| Hailoong | W. Couper | SAT. 29th Oct. at 2 p.m. |
| Hailong | W.C. Parsonage | TUES. 1st Nov. at 2 p.m. |

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service between

JAPAN HONGKONG & JAVA.

For Batavia, Samarang, Sourabaya, Macassar & Balikpapan.

S.S. SAMARANG MARU Sailing on or about 7th Nov.

For Moji, Kobe, Osaka & Yokohama.

S.S. BORNEO MARU Sailing on or about 31st Oct.

For further particulars please apply to—

No. 3, Des Voeux Road Central.

Second Floor of Princes Building. Tel. No. 2706. K. SUZUKI, Manager.

SHIPPING NEWS.

PRICE OF EX-ENEMY LINER. The White Star Line is said to have paid around £200,000 for the ex-German liner Columbus.

BRITISH TRAWLERS SEIZED.

A Copenhagen message states: The Danish Naval Ministry reports that inspection ship Fylla arrested, in sea territory of Iceland, the English trawlers Pavlova, of Grimsby, and Stanley Weyman, of Hull, for illegal fishing. The captains agreed to a fine of 10,000 kroner each and the confiscation of trawls and draught.

COLLISION IN YOKOHAMA HARBOUR.

A collision occurred in Yokohama harbour between the O.S.E. Amur Maru and the N.Y.K. Kashima Maru when the Kashima Maru was docking at Pier 9. According to the Japan Times as a result of the collision, the Amur Maru had her stern dented in and the docking bridge carried away. No damage was sustained by the Kashima. The Amur Maru, which was leaving for San Francisco with 7,500 tons of general cargo, has been delayed in order to undergo a survey and repairs.

PANAMA CANAL TOLLS.

A Washington message says:—Senator Lodge of Massachusetts was one of the republican senators who refused to enter a conference on the question of free tolls through the Panama Canal for American coast-wise vessels. He admitted the United States had a legal right to pass a free tolls bill, but said there were potent reasons against such action, in view of the coming armament conference. Senator Borah of Idaho said he did not understand that the conference involved the United States in bartering away any substantial rights, and added: "I have talked to those responsible for the conference and the fears expressed are not shared by them."

YOKOHAMA DOCK DISPUTE.

Although the trouble at the Yokohama Dock Company has been settled, the labour situation at the Asano Shipbuilding Yard in that city is assuming graver dimensions. The leaders of the workers held a meeting at the Asahi Igo Club on the afternoon of the 4th instant, when it was decided that they should continue the present struggle until a favourable reply was forthcoming from their company to their demands. In order to ensure the final success of their cause, they reached a decision that each worker put up five days' wage, amounting in all to Yen 25,000, as the necessary funds for carrying on their fight. The shipyard has 3,000 men in its employ.

FRENCH FLAG ON THE YANGTZE.

A Peking report of the 13th inst. says:—The French Consul at Hankow left on Tuesday for Ichang in order to investigate the question of the use of the French flag on Chinese ships on the Yangtze River. This question was but recently brought up and as the Legation in Peking has no information on the facts of the case other than newspaper reports, no action could be taken until a further investigation. It is in order to learn the real situation and the truth of the newspaper reports that the French Consul is proceeding to Ichang for official investigation. It is expected that a report will be received in Peking within the next few days. Until that time no further information is available from the French Legation.

JAPANESE STEAMER ABANDONED.

Kaname Yoshihiro, a sailor, who is the only survivor of the crew of the Koun-maru (1,000 tons), owned by Mr. Ikeda Namisaburo, at Kaigan-dori, Kobe, which sank in a storm on the 23rd ult., arrived at Moji on his way to Kobe to report the story of the disaster to the owner. He says that his steamer was on her way from Chinwantao to Port Arthur on the 23rd ult. with a cargo of coal on board, when she was overtaken by a storm. Towards evening the storm grew more violent and his ship pitched and tossed so violently that all efforts made by the crew to prevent the seas from overwhelming her were of no avail. Darkness began to gather and there was no hope of help in sight. As the only means to save themselves, the Captain and all the crew, numbering twenty-seven, took to the boats to try and reach safety as best they could. It was not long, however, before the boats were all swallowed up by tempestuous seas. Some got back to the ship, and launched another boat. Yoshihiro, however, remained on board, despondent of hopes of escape. He was prepared for the worst, when fortunately an American steamer came along, and picked him up.

ON THE WATERFRONT.

The Empire State's Trip.

The 175 business men from San Francisco, with their families and friends, who are coming on the Empire State, to the Far East with the aim of developing a closer commercial and social rapprochement between Pacific Ports and the Orient are due to arrive at Shanghai to-morrow. The party includes Mr. Dwight G. Grady, formerly a journalist in Manila, who is in charge of all arrangements; Mr. J. Packer Currier of the Carlson Currier Company, silk merchants; Mr. F. R. Eldridge, chief of the Far Eastern division of the Bureau of Foreign and Domestic Commerce of the United States and Mr. Herbert Hoover's representative on the trip; Mr. Byron Maury who represents a musical instrument house in San Francisco; Mr. Warren Shannon, supervisor of the city and county of San Francisco; Miss Elizabeth M. Graham, sister of the general manager of the Pacific Mail Company; and Mr. Louis Glass, president of the Philippine Islands Telephone Company. During the five days that the party is to spend in Manila trips will be taken about the islands according to present plans and apparently it is not to lack for entertainment during its stay. Mr. Joseph F. Marias of the Shipping Board office at Manila has made the suggestion that a Manila delegation should join the touring group and visit Hongkong, Singapore and Java. In a letter to Captain Heath, president of the American Chamber of Commerce, Manila, Mr. Marias points out that the delegates making the trip might in this way see the Far East at small expense, at the same time receiving courtesies that they would not be offered if they travelled alone. Twelve available reservations remain on the Empire State, according to Mr. Marias.

Kwong Chow Behaves Well.

For information as to the behaviour of the Taikoo-built Kwongchow, which has just completed her first trip to Bangkok, apply to Captain Morse. He is, naturally, delighted with his new vessel which behaved splendidly. On the voyage to Bangkok she did twelve to thirteen knots and on two days ran over 300 knots. Facing the monsoon on the return voyage she did ten to eleven knots, which was very good going indeed.

Loongsang New Skipper.

Mr. A. E. B. Lambie has been appointed master of the Loongsang, of which he has been mate for some time, in place of Mr. Simpson.

The Montague.

The C. P. S. Montague brought 41 first-class and 21 second-class passengers to Hongkong, also 1,100 sacks of mail. She encountered a strong head wind crossing the Pacific and a head sea with a strong monsoon from Shanghai to Hongkong. Shipping's Board Employees.

The United States Shipping Board is, in so far as possible, adopting a policy of employing only Americans in its services. This, we understand, will shortly affect clerks in the Hongkong, Manila, Shanghai and Yokohama offices.

Winter Cruises.

The Canadian Pacific Steamship Ltd. advise us of two winter cruises to the Caribbean Sea and Spanish Main by the Empress of Britain, sailing from New York January 21 and February 25 next year. The Empress of Britain is specially fitted for tropical cruising, this eliminating the dust, dirt, and discomfort incident to coaling at tropical ports. The ship will be devoted entirely to the purposes of the cruise. No cargo will be carried; passengers will have the comfort and convenience of the entire ship, and there will be ample space for baggage. The cruises have been arranged to include the beauty spots of the West Indies, together with ports of historical interest. Sufficient time will be spent at each port to visit points of interest to best advantage. The ports of call include Havana (Cuba), Kingston (Jamaica), Colon (the Panama Canal), La Guayra (Venezuela), Port of Spain and La Brea (Trinidad), Bridgetown (Barbados), St. Pierre (Martinique), Charlotte Amalie (St. Thomas), San Juan (Puerto Rico), Nassau (Bahamas), first cruise; and Hamilton (Bermuda), second cruise. Shore excursions will be arranged, including the trip across the Isthmus to Panama, and the wonderful railroad ride from La Guayra to Caracas, the Capital of Venezuela. Each cruise will occupy twenty-seven days.

CHINESE NEWS.

A Peking telegram to hand to-day states that a rumour prevails to the effect that information from Tokyo states that if the Government persists in protesting against Japan's offer in connection with the Shantung question, the latter will finance the South to carry out the northern expedition, as Sun Yat-sen's representative is at present in Tokyo, and is on intimate terms with the officials in the General Staff.

The Chinese Minister in Lisbon has wired that in view of the fall of the cabinet on account of the revolution the Portuguese Delegates for the Pacific Conference will be reappointed by the new Government. Therefore, the harbour incident at Macao should now be settled directly with the Macao Governor.

Wu Pui-foo has wired to the Government that peace with Szechuen is in course of negotiation, and that the forces from the South will be opposed by forces from Shantung, Honan, Hupeh and Kiangsi provinces.

A Shanghai telegram states that Ma Chai, a former military commander of Kwangsi, is said to be on his way to Hupeh conveying Luk Wing-ting's message to Wu Pui-foo regarding co-operation measures against Kwangtung.

TO-DAY'S MISCELLANY.

Mrs. Amelia Spurgeon, aunt of the great preacher, passed her 102nd birthday on the 25th inst. Born in the same year as Queen Victoria, she is the oldest member of a long-lived family. Her mother reached the age of 90, and her brother and two sisters all passed the eighties. Mrs. Spurgeon's childhood was spent among Essex farmers, and the sight of a pair of boots was quite an event in her life, as all the farm people wore sandals.

His visit to the "States" accomplished, the Rev. R. J. Campbell returned to England last month. Writing in an American church periodical on his amusing experiences with the amateur stewards during the outward trip, Dr. Campbell comments on the difficulty he experienced in distinguishing "cook's son" from "duke's son." Some of the steersman stewards paused in their arduous toil to quote the classics to him. The genial cleric's charm of manner made an excellent impression on board. The "little grey angel," as he has been styled, used to be a great favourite with schoolboys, and he has kept his youth.

The claim put forward for Cooden Beach as the landing place of William the Conqueror and his Norman knights has revealed the curious fact that countless frequenters of the Sussex coast have never yet discovered the old-world charm of the "real and original" and only landing place. It is an ironic comment on the way English history is taught that while most of us can recite, parrot-wise, a dozen battle-dates, including A.D. 1066, few saunterers on the Brighton front could answer off-hand a query as to where the "Conqueror" first set foot on Sussex soil. The Bayeux tapestry leaves the point in no doubt. It records that our William I. "venit ad Pevenese." And Pevenese, now a mile or so from the sea, is proud of its place in history.

Some forthcoming reminiscences of unusual interest will be those of "Whimsical Walker," who has been the delight of over 30 pantomimes at Drury Lane. He has written the story of his life, and as his memories cover a period of 60 years, during which time he has come into personal contact in his varied professional career with all sorts of celebrities, "From Sawdust to Windsor Castle" should have an attraction peculiarly its own. "Whimsical Walker" began in the circus when a boy of about ten, and since those early days he has travelled all over the world, performed before Queen Victoria and King Edward when Prince of Wales, and four Presidents of the United States, and amused millions by his drolleries, yet he is still hale and hearty and as amusing a clown as ever.

Arrived.

Mr. Mowbray S. Northcote, of the Hongkong Land Investment Company, arrived by the Nyanza. Dr. and Mrs. Saunders were passengers by the same steamer as was Mr. A. H. Hollingworth of the Public Works Department.

EXCHANGE.

(Opening Rate: closing Rate on Page 11.)

SELLING.

| | |
|-------------------|---------|
| T/T Demand | 2/8 1/2 |
| 30 d/s | 2/8 3/4 |
| 60 d/s | 2/8 1/2 |
| 4 m/s | 2/8 1/4 |
| T/T Shanghai | Nom. |
| T/T Singapore | 116 |
| T/T Japan | 110 1/2 |
| T/T India | 197 1/2 |
| Demand, India | 197 1/2 |
| T/T San Francisco | 53 1/2 |
| & New York | 53 1/2 |
| T/T Java | 157 1/2 |
| T/T Marks | Nom. |
| T/T France | 7.30 |
| Demand, Paris | — |

BUYING.

| | |
|---------------------------------|-----------|
| 4 m/s L/O | 2/9 3/4 |
| 4 m/s D/E | 2/10 1/4 |
| 6 m/s L/O | 2/10 1/2 |
| 30 d/s Sydney and Melbourne | 2/11 1/4 |
| 30 d/s San Francisco & New York | 58 |
| 4 m/s Marks | Nom. |
| 4 m/s France | 7.90 |
| 5 m/s France | 8.10 |
| Demand, Germany | — |
| Demand, New York | 53 1/2 |
| T/T Bombay | Nom. |
| Demand, Bombay | 197 1/2 |
| T/T Calcutta | Nom. |
| Demand, Calcutta | 197 1/2 |
| On Yokohama | 110 1/2 |
| Demand, Manila | 103 |
| Demand, Singapore | 116 |
| Demand, Batavia | 157 |
| On Haiphong | Nom. |
| On Saigon | — |
| On Bangkok | 77 1/4 |
| Sovereign | Nom. 7.30 |
| Gold leaf per Tael | 48.90 |
| Silver, ready | 39 1/2 |
| forward | 38 1/2 |
| Bank of England rates | 51 1/2 |
| New York/London | 3.95 1/2 |

SUBSIDIARY COINS.

| | |
|----------------------|--------------|
| H'kong 50 ct. pieces | 1/10 1/2 pm. |
| 10 " | 1/2 1/2 pm. |
| 5 " | par. |
| Canton sub. coins | 16 1/2% dis. |

WEATHER REPORT.

Oct. 26d. 10h. 58m.—Pressure has increased moderately over N.E. Japan under the influence of the northern anticyclone, which is now to the north of Hokkaido.

The anticyclone over China and the depression between the Bonins and the Loochoos are nearly stationary.

Fresh to moderate monsoon will continue along the S.E. coast of China, and over the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.24 inches. Total since January 1st, 96.90 inches, against an average of 80.12 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong to Gap Rock N.E. winds, fresh to moderate; fine.

2 Formosa Channel N.E. winds, strong.

3 South coast of China between H.K. & Lamcocks The same as No. 1.

4 South coast of China between H.K. & Hainan The same as No. 1.

T. F. CLAXTON, Director.

H.K. Observatory, Oct. 26, 1921.

TIME SIGNALS.

The time ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m. and on Sundays and Holidays when it is dropped at 10 a.m. only.

The ball is hoisted half mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time, it will be lowered at five minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the time ball be out of order the above routine will be carried out with the flag "Z" on the storm signal mast.

Time signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 9h. 55m. to 9h. 59m. p.m. the lamps are extinguished momentarily at the even second except at the 2nd, 28th, 50th, 52nd, and 54th of each minute.

The hours refer to Hongkong Standard Time (8 hours of east of Greenwich).

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HONGKONG HOTEL GARAGE

TOWN GARAGE & SHOW ROOMS (Pedder Street) RUSSELL STREET GARAGE

REPULSE BAY GARAGE

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KINGSLERE HOTEL MID-LEVEL KNOTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co., General Agents Are resident Managers.

RIVER LEVELS.

As a guide to shipmasters and others interested in the water levels of the river we have been requested by the Board of Conservancy Works of Kwangtung to publish the following table of water levels. The levels are taken at 10 a.m. each day.

| Place of Observation | Highest W. L. ever recorded Feet | Lowest W. L. ever recorded Feet | W. L. Aug. 30, 1921 | W. L. Aug. 31, 1921 |
|----------------------|----------------------------------|---------------------------------|---------------------|---------------------|
| Wuchow, West River | +79.50 | -2.42 | 29.00 | 29.40 |
| Kongmoon, " | +14.70 | -0.80 | 6.90 | 7.60 |
| Linkongchow, North " | +57.00 | 0 | 8.50 | — |
| Samshui, " | +27.25 | -5.00 | 8.00 | 8.10 |
| Sheshui, East " | +15.15 | -0.95 | 3.61 | 4.00 |

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.

| | |
|--------------------------|---------------|
| 7.00 a.m. to 8.00 a.m. | Every 15 min. |
| 8.00 a.m. to 9.00 a.m. | Every 15 min. |
| 9.00 a.m. to 10.00 a.m. | Every 15 min. |
| 10.00 a.m. to 11.00 a.m. | Every 15 min. |
| 11.00 a.m. to 12.00 noon | Every 15 min. |
| 12.00 noon to 1.00 p.m. | Every 15 min. |
| 1.00 p.m. to 2.00 p.m. | Every 15 min. |
| 2.00 p.m. to 3.00 p.m. | Every 15 min. |
| 3.00 p.m. to 4.00 p.m. | Every 15 min. |
| 4.00 p.m. to 5.00 p.m. | Every 15 min. |

NIGHT CARS.

1.30 p.m. to 1.45 p.m. every 15 min.

SATURDAYS.

EXTRA CAR 12.00 midnight.

SUNDAYS.

7.30 a.m. to 12.30 a.m. Every 15 min.

12.30 a.m. to 1.30 a.m. Every 15 min.

1.30 a.m. to 2.30 a.m. Every 15 min.

2.30 a.m. to 3.30 a.m. Every 15 min.

3.30 a.m. to 4.30 a.m. Every 15 min.

4.30 a.m. to 5.30 a.m. Every 15 min.

5.30 a.m. to 6.30 a.m. Every 15 min.

6.30 a.m. to 7.30 a.m. Every 15 min.

7.30 a.m. to 8.30 a.m. Every 15 min.

8.30 a.m. to 9.30 a.m. Every 15 min.

9.30 a.m. to 10.30 a.m. Every 15 min.

10.30 a.m. to 11.30 a.m. Every 15 min.

11.30 a.m. to 12.30 noon Every 15 min.

12.30 noon to 1.30 p.m. Every 15 min.

1.30 p.m. to 2.30 p.m. Every 15 min.

2.30 p.m. to 3.30 p.m. Every 15 min.

3.30 p.m. to 4.30 p.m. Every 15 min.

4.30 p.m. to 5.30 p.m. Every 15 min.

5.30 p.m. to 6.30 p.m. Every 15 min.

6.30 p.m. to 7.30 p.m. Every 15 min.

7.30 p.m. to 8.30 p.m. Every 15 min.

8.30 p.m. to 9.30 p.m. Every 15 min.

9.30 p.m. to 10.30 p.m. Every 15 min.

10.30 p.m. to 11.30 p.m. Every 15 min.

11.30 p.m. to 12.30 a.m. Every 15 min.

12.30 a.m. to 1.30 a.m. Every 15 min.

1.30 a.m. to 2.30 a.m. Every 15 min.

2.30 a.m. to 3.30 a.m. Every 15 min.

3.30 a.m. to 4.30 a.m. Every 15 min.

4.30 a.m. to 5.30 a.m. Every 15 min.

5.30 a.m. to 6.30 a.m. Every 15 min.

6.30 a.m. to 7.30 a.m. Every 15 min.

NOTICE.

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